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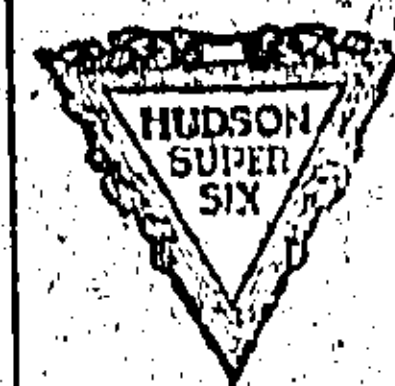
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SATURDAY, MAY 28, 1927.

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SOVIET'S NOTICE TO QUIT.

BRITISH NOTE OUTLINES CHARGES.

BREACHES CONTINUED DESPITE WARNINGS.

TO LEAVE WITHIN 10 DAYS.

The British Government has issued a formal Note to the Soviet charge d'affaires in London, requesting his withdrawal, with his staff, also the withdrawal of the Russian trade delegation, within ten days.

The Note outlines the continued Soviet propaganda and espionage both in Britain and overseas, despite previous warnings, and calls particular attention to an earlier Note of last February in which the Soviet was asked to cease its interference in Britain's domestic affairs. It is declared that the limit of British patience has now been reached.

The German Government, on the request of the Moscow Government, has agreed to take charge of Russian affairs in London, but German public opinion fears that this acceptance is unwise.

London, May 27.—and you, will recognise a British Note handed to Rosengolz, the Soviet charge d'affaires in London, recalls the British Note of February 23, adducing specific instances of anti-British propaganda, and requesting a cessation. It was hoped the Soviet Government would take the opportunity of furnishing an explanation or remedying the default, but on the contrary the hostility of the Soviet Government, together with the subversive propaganda carried on by "their associates," the Russian Communist Party and Third Internationale, in the United Kingdom itself and in British overseas territories, continued unchecked, and culminated in the abuse of diplomatic privilege revealed in the attempt to interfere with the domestic affairs of this country.

The Note repeats the warning contained in the Note of February 23, that there were limits to the patience of the British Government and public opinion. "These limits have now been reached," the British Government, in accordance with Article 13 of the Trade Agreement, consider themselves free from that agreement, and accordingly the privileges of Khinchuk and his assistants have terminated, "and I request their departure."

Legitimate Trade Unaffected.

The Note declares that notwithstanding the foregoing, the Government has no wish to interfere with legitimate Anglo-Russian trade, and will not place obstacles in the way of genuine commerce between the two countries. It will not object to the continuance of legitimate commercial operations of Arcos, Limited, and consequently is prepared to allow a reasonable number of specified employees to remain, provided they comply with the law, and confine their activities to legitimate commerce.

The British Note concludes by requesting Rosengolz to "withdraw yourself and your staff from this country within ten days," and requests that facilities be granted to the British representatives at Moscow, Leningrad, and Vladivostok for the departure of their selves and their staff. It promises that suitable arrangements will be made for the departure of Rosengolz and his staff, and the Russian trade delegations, from Britain.—*Reuter*.

The Full Text.

London, May 27.—The following is the text of the Note addressed by the Foreign Secretary to Rosengolz, Soviet charge d'affaires in London: "The recent examination by the police of the premises of Arcos, Limited, and of the Russian trade delegation, conclusively proved that both military espionage and subversive activities throughout the British Empire were directed and carried out from No. 49, Moorgate. No ostensible differentiation of rooms or duties was observed as between the members of the trade delegation and the employees of Arcos, and it has been shown that both these organisations have been involved in anti-British espionage and propaganda.

But the matter does not longer maintain diplomatic relations there. Your government,

UNION RAIDED.

COMPLETE CLEAN UP OF OFFICES.

EYE-WITNESS' DESCRIPTION.

Bare walls, not a stick of furniture, not a single sign to indicate the nature of the business carried on by yesterday's occupants, remained to greet a visitor when the Colony's Criminal Investigation Department, headed by Mr. T. H. King, the D. C. I., departed shortly before the dawn this morning from the headquarters of the Chinese Seamen's Union in Hongkong.

The police raid was carried out with characteristic suddenness. At about eleven o'clock the light of the red sign of the Union at the bottom of the stair leading to the offices, was switched out. Quietness reigned for he next two hours, Des Voeux Road Central was being deserted after midnight except for an occasional late wayfarer.

A Surprise Visit.

A *Telegraph* representative, awaiting the first move of the police, was strolling up and down in the vicinity when three lines of swiftly walking men, police officers, appeared suddenly from the side-lanes at about ten minutes to one.

A few minutes of tenseness while the leading detective knocked loudly on the door, slight scuffling was heard from inside, and then the police were admitted. About seven men were found sleeping in the offices, including one man who was obviously an official of the Union.

He accepted the position laconically, and took from Mr. King copies of the *Government Gazette*, which announced: "The Chung Wa Hoi Yuen Kung Ip Lun Hop Tsung Wui, otherwise known as the Chinese Seamen's Union, is hereby declared to be an unlawful society."

No Arrests.

No arrests were made. The occupants were searched, given five minutes to gather their personal property, and allowed to leave.

To the casual observer, it was almost amusing to see the eagerness with which the European detectives got to work. One of their first objectives was the destruction of the large wooden signboard, announcing to the world that the second floor of 137, Des Voeux Road Central, was the headquarters of the Chinese Seamen's Union. Thereby hangs a tale. The Seamen's Union was proscribed once before, and a somewhat similar raid carried out. The signboard was taken to Police headquarters, but some time afterwards, the Police were ordered to return it to the Union. That signboard today is no more.

Seditious Literature.

Aided by Chinese interpreters, the work of examination of documents was proceeded with. Large quantities of seditious literature were found, some in the Russian language, some in Chinese and a good deal in English. Many copies of a Communist newspaper published in Vienna, large quantities of anti-Chiang Kai-shek literature, pamphlets telling a woeful story of officials who had absconded with Union funds, and Bolshevik propaganda sheets in profusion were amongst the Police discoveries.

In getting at these it was often necessary to break open desks and cupboards with crowbars, etc., and considerable havoc was wreaked amongst the office furniture. The safe was carried away bodily to Police headquarters, where no doubt it will be opened in due course.

The place was stripped of everything. Pictures of Sun Yat-sen, large Chinese scrolls, clocks, blackwood chairs, blackwood divans were all piled in more or less disorderly fashion on to lorries brought up later in the morning specially for the purpose, and taken away to Central Police Station.

TO-DAY.

Dollar on demand 2/0.1/16.
Lighting-up 7.02 p.m.

CARGO JUNK WRECKED.

DRIVEN ON ROCKS BY HIGH WIND.

Misfortune befell a cargo junk when it was driven on the rocks by a strong wind and wrecked, a female passenger being drowned.

According to a report made to the local police, the junk left Capchi, Swatow, en route for Hongkong, on May 23, when there were on board five foks and two passengers, a man and a woman.

Three days later, about six o'clock in the evening, a high wind suddenly sprang up, when they were near Fu Tau Mun, and drove the vessel to the shore, where she struck some rocks. The occupants were thrown on to the rocks by the force of the impact, and it is now ascertained that the woman passenger is missing and is believed to have been drowned.

POLICE RESERVE.

THE FIRST NAMES.

In the latest issued *Government Gazette* it is notified that Messrs. Eshan Singh, A. C. Botelho, D. A. Goodwin, F. C. Mow Fung, A. F. B. Silva-Netto, Sirdar Khan, G. G. N. Tinson and S. W. Tso, having offered their services, and it appearing that other persons are desirous of joining as members of a police reserve force, His Excellency the Governor has been pleased to accept the services of the persons above named, and

BREACH OF PROMISE.

After 4,000 Letters Had Passed.

London, May 27.—Miss Agnes Graham, of West Newport, Fifeshire, has been awarded in the King's Bench division £1,200 as damages for breach of promise of marriage against Mr. James MacKechnie, who is employed in a mercantile firm at Singapore.

It was stated in court that the couple had exchanged 4,000 letters in the course of seven years.—*Reuter*.

U. S. OFFICER SHOT DEAD.

NICARAGUAN GENERAL'S ACTION.

Chinandega, Nicaragua, May 27.—Captain Richards, of the United States Marines, has been shot dead by the Liberal General Cabulla.

It is alleged that Cabulla was drunk, and was firing on people in the streets.—*Reuter's American Service*.

NEW J. Ps.

TWELVE UNOFFICIALS.

His Excellency the Governor has appointed the following gentlemen to be non-official Justices of the Peace for the Colony of Hongkong:

Denis Henry Blake.
Fao Sik.
Vandelaar Molynaux Grayburn.
Aron Sassoon Gubbay.
Marcus Theodore Johnson.
Kong I-sun.
John Hargreaves Little.
James Maitland McHutchison.
John Johnstone Paterson.
Tam Woon-tong.
Reginald Dowsett Thomas.
Wong Iu-tung.

NORTH ARMED.

SOUTHERN ADVANCE CONTINUES.

BORODIN'S FLIGHT NOW CONFIRMED.

SERIOUS SITUATION.

Shanghai, May 27.

The situation is generally quiet. It is reported that the Southerners are advancing towards Hsueh-shan, while reports state that Marshal Sun Chuang-fang has retreated to Tsingkiang. There is a general feeling of alarm in the North of China at the press reports of Soviet Russia's mobilisation of troops in the East. This information is not considered reliable.—*Naval Wireless*.

WHERE IS BORODIN?

Destination not known.

Hankow, May 27.—It is reported that Gen. Yang Sen's troops are now a few miles above Chenglin. Borodin's absence from Hankow is confirmed, but his destination is not known. The local Chinese authorities are reticent as to his present whereabouts.

Wounded troops are still returning from the Honan front and soldiers are being disarmed on arrival. A slight fracas occurred this afternoon at the back of the ex-British Concession between soldiers who had been disarmed and the Chinese police.—*Naval Wireless*.

BOATS FIRED ON.

Obstruction Above Hankow.

Hankow, May 27.—H.M.S. Gnat, the Kiawo and convoy passed Chenglin this morning, the military threatening to stop them in consequence of the order that merchant ships are not allowed to pass. In reply to the threat, H.M.S. Gnat informed the troops that any fire would be returned. The convoy then proceeded on its way without incident.

The U.S.S. Pigeon passed Chenglin at 1.30 p.m. and she was fired on by machine guns and shrapnel. The Pigeon returned the fire doing some damage, the extent of which is unknown. There were no casualties on the ship.—*Naval Wireless*.

OTHER REPORTS.

Wuhu, May 27.—The A.P.C.'s house has been vacated.—*Naval Wireless*.

Nanking, May 27.—The situation remains normal.—*Naval Wireless*.

JAPANESE PRECAUTION.

Despatch of Troops Postponed.

Tokyo, May 27.—The Cabinet has decided to reserve its decision regarding the despatch of troops to China, until the circumstances become more threatening.

An understanding has also been reached to keep a vigilant watch on developments and call an urgent Ministerial conference if the situation worsens. It is reported that it has been decided to despatch a force of not more than 2,000, whatever happens.—*Reuter*.

ANXIOUS SITUATION.

Premier Addresses Unionists.

London, May 27.—Addressing a mass meeting of women Unionists at the Albert Hall, Mr. Stanley Baldwin referred to the situation in the Far East, which was "causing as all grave anxiety," and declared that China was again a prey to civil war and anarchy.

We were accused of militarism in sending out a defence force to provide at least a corner where Britishers could be safe from danger and secure from insults, but it was most satisfactory to read a letter from over 3,000 representatives of every race in Shanghai expressing the opinion that Britain's courage and foresight had again given the lead to the civilised world. (Cheers).

The Moscow Yoke.

If the Chinese can free themselves from the alien incubus from (Continued on Page 18.)

Bulls and Inners

From the Office Butts.

There is no truth in the rumour that, following recent court cases, questions: "who wrote 'Ching Tang' and 'why did he do it'?"

Apparently Lindbergh had a good garg(oy)le while flying from New York to Paris.

It's a hard world. A detective this week intervened when a man was about to gag his wife.

Following the Vice-Chancellor's latest report, more research work is being undertaken by our University. A student has discovered that mosquitoes travel in buses. Our own view is that they should be compelled to walk.

We may expect more wet weather if Chiang persists in pushing Sun back.

Wu Han-min says that he will not visit Hongkong. As Hongkong has already made the same announcement, that makes it unanimous.

Realising what Chicago is, we don't wonder that the American Government is not perturbed about her nationals being killed in China.

Eugene Chen has been likened to Aramis. It seems hardly fair to compare the Trinidadian with an amateur.

We can quite understand now why some of our P.W.D. engineers heartily dislike looking at photographs of the Leaning Tower of Pisa.

Residents near the University were shocked by the Conduit Road landslide. In one hostel, the electric light failed. It is thought that an undergraduate put both legs into one of his trousers thereby causing short circuit.

It looks as if Chiang won't be long till he has a Pekin.

To-day's motoring hint: Two in a two-seater is dangerous in the spring.

The Public Works Road Department do not approve of letting things slide.

Motor cyclists, in time, are taken to home, hospital, heaven or the other place.

Now that the Chinese have adopted the American ice cream soda, all barriers to mutual understanding should melt away.

The Russian business reminds us that pets do not always mean pax.

This week saw several slides in the Colony, not including, however, those observed in the vicinity of the Polar Cake depots.

"Cameronian." When writing next time do not use the term "divers places in this Colony." The Navy don't like it; besides there are none now.

"Reader." No. So far as we are aware Scotsmen have never claimed John Burns as a compatriot. Possibly you are thinking of Robert or Bannock.

Nature Note: At Taipe a wood pigeon has hatched out nine eggs in an old boot. Otherwise crime in the district is normal.

This week's stray bat from the belfry: "Are all Aberdonians free-thinkers?"

Next week's sub-title: "She was only a tai-pan's daughter but she loved him just the same."

Through sleeping on the deck, many of the pilgrims to Sancheon suffered from bunions during their progress.

"Indignant." There is of course a decided difference between an "automatic" and an "autocrypt" telephone system.

Mr. Eugene Chen declares that he will be in Peking within three months. Quite possibly. He was in gaoi there once before.

These Cantonese war chests need something more than a stethoscope to find out what is wrong.

To-day's general knowledge questions: "who wrote 'Ching Tang' and 'why did he do it'?"

Soon it will be . . . "and the sound of his face brought me from my bed."

What about Hongkong skipping automatics and by putting in television, being right bang up-to-date at once?

A golfer is a man with an impediment in his walk.

It's one thing to make a joke, but quite another to drive it home. Those who have heard this said about one make of motor-car can now transfer it to any other.

Is it not about time that our transport problem got "Bears'?"

Scotsmen in the Colony are now somewhat depressed. There is no nip in the air these mornings.

Local managers of reservoirs are now sitting back and looking pretty.

Now that the laiches season is approaching, the Police will no doubt take steps to increase the number of lawiers' licenses in the Wyndham Street area.

McWhirter says that the trouble with most letterwriters is that they use the right words but in the wrong order.

Judging from the moth-eaten condition of cards we played with the other night, it would be more practical to drop a pack of cards on some people.

A case of relativity. A local resident stung by a jelly-fish immediately stung his friend for a double brandy soda!

A Paris perfume expert claims to be able to identify any perfume by the smell. He would be useful to locate gas leaks at Wai Tsai during low tide.

The difference between walking from London to Brighton, and from Hongkong to Repulse Bay, is that you can get a bathe at Brighton!

Somebody in Europe has discovered that faces have meaning. We should hate to believe how- ever, that some Peak tram travellers mean what they look when asked to show their "seasons."

Some of the buses are now advertised as running to Kokoon. This explains why they so frequently go off at half-cock.

Hawking is not a paying business without a lie-sense.

Fraudulent fan importers have been obviously trying to raise the wind.

With the wax and wane of North and South, we never know who has gone West.

Now that both sides have commenced firing at the places, Chinese politics may be said to be up in the air.

The Sandalwood Workers Association cannot get the as-scent of their employers to a rise of pay.

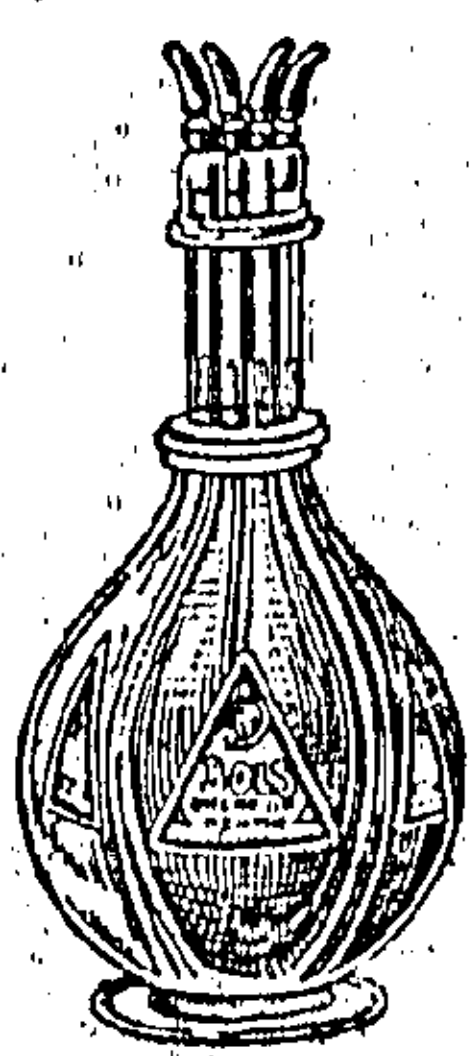
They say the University is something of a gas factory now that the students are all trying to get motor licenses.

Of a recent case, one journal refers to "putrefaction" and another to "petrifaction." There is need for rectification somewhere.

The Tommies who only get 90 cents on the exchange are feeling pretty dolorous.

The Dance Club has apparently reached the Black Bottom of despair.

Two military officers were summoned for exceeding the limit this week, they having apparently been under the impression they were in the Orderly Room.

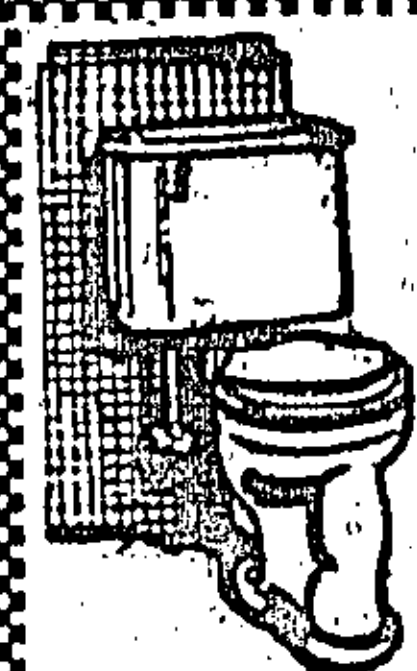


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CORRESPONDENCE.

PEAK ADDRESSES.

[To the Editor, Hongkong
Telegraph.]

Sir,—May I through the courtesy of your columns draw the attention of all residents in the Peak area to the fact that the Inspector in charge of the Gough Hill Police Station intends, early next month, to make a house-to-house visit with a view to ascertaining the names of the residents living in every occupied house in the Peak district.

Several complaints have recently been received regarding the unreliability of the address boards at Barker Road and the top Tram Station and it is chiefly with a view to bringing these address boards up to date, that such house-to-house visit has been decided upon.

Repeated requests have in the past been made by the Peak Residents' Association to residents on the Peak to place cards in the boxes which are situated immediately under the address boards and provided for the purpose of notifying the Police of any change of address, but this request is rarely if ever complied with.

I therefore appeal to all Peak Residents to afford the Inspector in charge at Gough Hill Police Station every assistance in the work he is undertaking next month, and, in future, to notify any change in address which can be done either through the medium of the boxes already referred to or by notifying the Police or the Hon. Secretary of the Peak Residents Association by letter or even by telephone.

An address board which is not kept up to date is absolutely worthless and most misleading to visitors who rely upon obtaining the necessary information of the whereabouts of any particular resident from these address boards. Yours, etc.,

E. B. C. HORNEILL,
Hon. Secretary.

OBITUARY.

PROFESSOR ERNEST ALBEE.

New York, May 27.

The death is announced of Professor Ernest Albee, Professor of Philosophy at Cornell.

[Professor Albee was born at Langdon, N.H., in 1865 and was educated at Clark and Cornell. He obtained the Ph.D. in 1894, was a Fellow of Psychology at Clark in 1891; Fellow of Philosophy, 1892; Instructor 1892-1902; Assistant Professor 1902-07 and since then Professor of Philosophy at Cornell. He is the author of "A History of English Utilitarianism" and various articles on philosophical subjects, and was Editor of *The Theosophical Review* from 1903 to 1908.]

Rev. Francis Clark.

A message from Newton, Massachusetts, announces the death of the Rev. Francis Clark, a former President of the World's Christian Endeavour Union. *Reuter's American Service.*

NATIONAL PALACES.

ROCKEFELLER'S DONATION TO FRANCE.

Paris, May 27.

Mr. John Rockefeller, who donated eighteen million francs in 1924 to the upkeep of the national palaces of Versailles and Fontainebleau and the restoration of Rheims Cathedral, has donated a further forty million to complete the work. *Reuters.*

SOUTHERN ROUT.

TEST OF POWER.

Shanghai, May 27.

The Nationalists' military power is now being put to its greatest test on the plains of Honan where the biggest battle the Southerners have ever fought began yesterday.

Latest wireless messages from Hankow, dated May 26, say that it is reported that the Southerners have suffered a reverse with heavy casualties, the 8th Army being practically wiped out.

Borodin and seven other Russian communists left Hankow for the south bank of the river this morning, and it is reported that they are leaving the city. Other Red elements also appear to be leaving as a result, it is said, of an agreement between the local Government and Marshal Chiang Kai-shek.

A *Reuter* message from Hankow dated May 26, says that the only published reference to the battle is in the Government organ *The People's Tribune*, which speaks of the "gigantic" engagement now taking place in Honan "with heavy losses." It complains that the facilities in Hankow for dealing with the wounded soldiers are inadequate, and appeals to foreigners as well as to the Chinese to assist in the organization of a base-hospital and medical corps. *Reuter.*

Chang-Tsung Chang Wounded.

Shanghai, May 27.

Marshal Chiang Kai-shek crossed the river to Pukow yesterday morning and is taking the Tientsin-Pukow trains to Chuchow to inspect the war zones. The Marshal may proceed to Pengpu to direct operations against Hsuehchow.

The 1st, 7th and 44th Nationalist armies are marching on Hsuehchow from Pengpu. A general attack against that city will be made as soon as Marshal Chiang arrives at Pengpu.

Marshal Chang Tsung-chang has ordered his picked troops in Shantung to concentrate in Hsuehchow within five days. He expects to make a stand there against the Nationalists.

A Nanking report states that Marshal Chang suffered a serious wound while retreating from Pengpu, and has therefore returned to Tsinan. General Chu Yu-poh is directing the defence of Hsuehchow.

Sun in Retreat.

All Sun Chuan-fang's troops except those under General Pei Pao-shan are retreating toward the Lungshai railway line, thus evacuating the whole of northern Kiangsu. *Wah Kwei Yat Po.*

THE DERBY STAKES.

WILL BE THE RICHEST ON RECORD.

London, May 27.

Wednesday's Derby race will be the richest on record. The stake money is £13,315 of which the successful owner will receive £12,118 with an additional £500 if the winner is homebred. *Reuter.*

Runners and Jockeys.

London, May 27.

The probable runners are Adam's Apple (J. Leach), Adieu (Marshall), Apple Cross (J. Childs), Birthright (Garnett), Call Boy (Elliott), Curialis (R. Jones), Damon (P. Beasley), Double Barrel (Jelliss), Flashing Star (Dick), Hossan (Smirke), Hot Night (Wragg), Kincardine (H. Beasley), Knight of the Grail (Winter), Lone Knight (Steve Donoghue), Money Maker (Beary), Parker (Butchers), Restigouche (C. Childs), Shianmor (F. Lane), Sickle (Weston), Silver Stead (F. Fox), Son and Heir (Evans), Seagirmonde (A. Burns), Taktoo (Perryman), and Fourth Hand, Jack's Son and Treat. *Reuter.*

THE OPIUM EVIL.

GOVERNMENT OF INDIA'S POLICY.

Simla, May 27.

Viscount Irwin, the Viceroy at the opening of the conference of representatives of forty Indian states to discuss measures to suppress the opium evil in the states, emphasised that India was bound by international undertakings for the ultimate suppression of opium smoking, limitation and control of export and prevention of illicit traffic to the Far East. The Government of India's policy did not aim at prohibition but moderation. They had formulated a tentative policy, involving the ultimate discontinuance of poppy cultivation in the states and the supply of opium in accordance with their requirements by the Government of India at a cost price from the Ghazipur factory, placing the states in the same position as the provinces of British India.

Revenue Benefits.

Sir Basil Blackett, finance member, pointed out that the Government of India's finances could not but benefit by the discontinuance of cultivation in the states. The policy of a maximum revenue from a minimum consumption proved astonishingly satisfactory in British India and he saw no reason why the same policy was not feasible for the states, thereby facilitating the absorption of old stocks and diminishing the incentive to smuggling.

Though two days was allotted for discussion, the conference concluded. It is understood it adopted, without modification, the Government of India's policy and agreed that a Committee should be appointed by the Government of India to tour the various states and report. *Reuter.*

EDUCATION.

COLONIAL CONFERENCE DECISIONS.

London, May 27.

The Colonial Conference discussed education and agreed to an educational advisory committee to consider the question of improving arrangements for supervising and advising Colonial students to Britain. Also with regard to teachers going out from England for a period of service in the Colonies, arrangements should be made, firstly, to pay the employers contributions under the Teachers Superannuation Act in case of teachers temporarily employed for not more than four years overseas; secondly the Colonies should establish schemes of superannuation for school teachers, permitting reciprocal arrangements under the Teachers Superannuation Act; thirdly, Colonial governments should give the Board of Education and local education authorities a guarantee of the efficiency of schools wherein British teachers are employed.

With regard to examination standards for locally recruited clerks and others into Colonial service it was agreed the Civil Service examinations should be reconsidered with regard to forestry, it was mentioned that the demand for soft woods throughout the world was so great that it was feared supplies would be greatly reduced within a score years. The opinion was expressed that it is advisable for each colony to take steps to render itself as far as possible independent of outside supplies of timber. *Reuter.*

SECRETARY RESIGNS.

Washington, May 27.

President Coolidge has accepted the resignation of Mr. Stephen Davis, acting Secretary of Commerce, in the absence of Mr. Hoover. *Reuter's American Service.*

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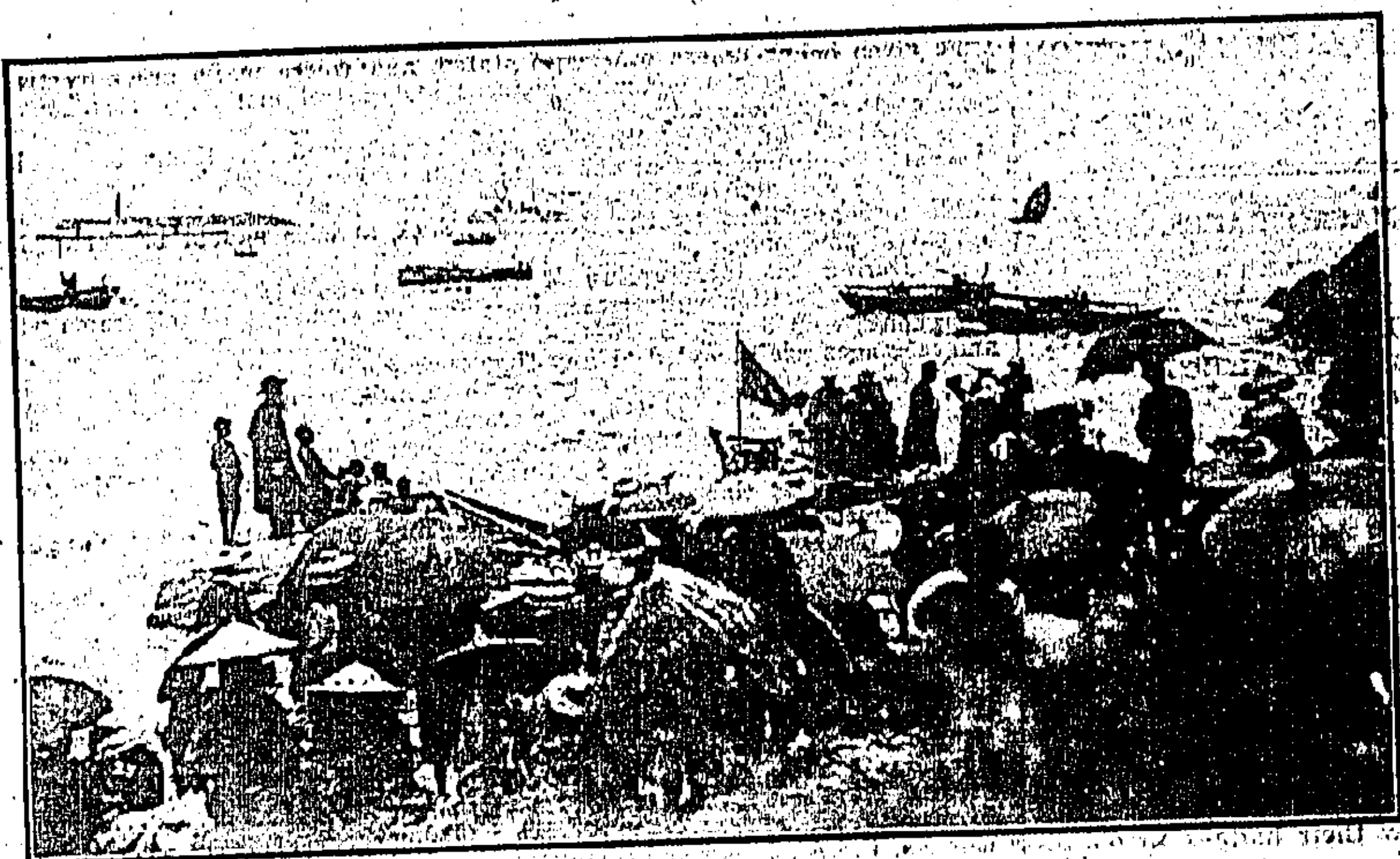
SALESMAN SAM



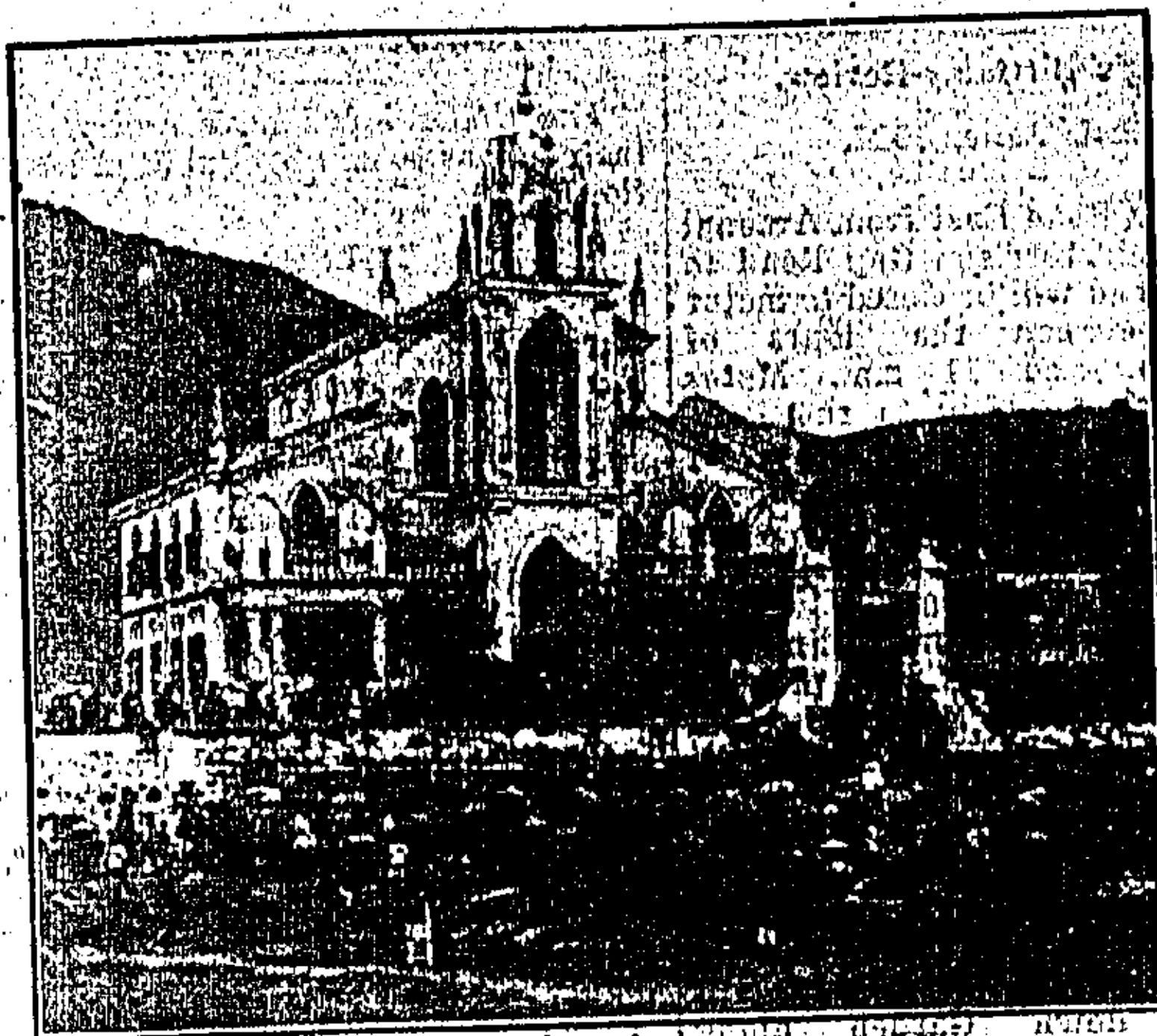
She Took Advantage

By Swan

SCENES AT THE SANCHOAN PILGRIMAGE.



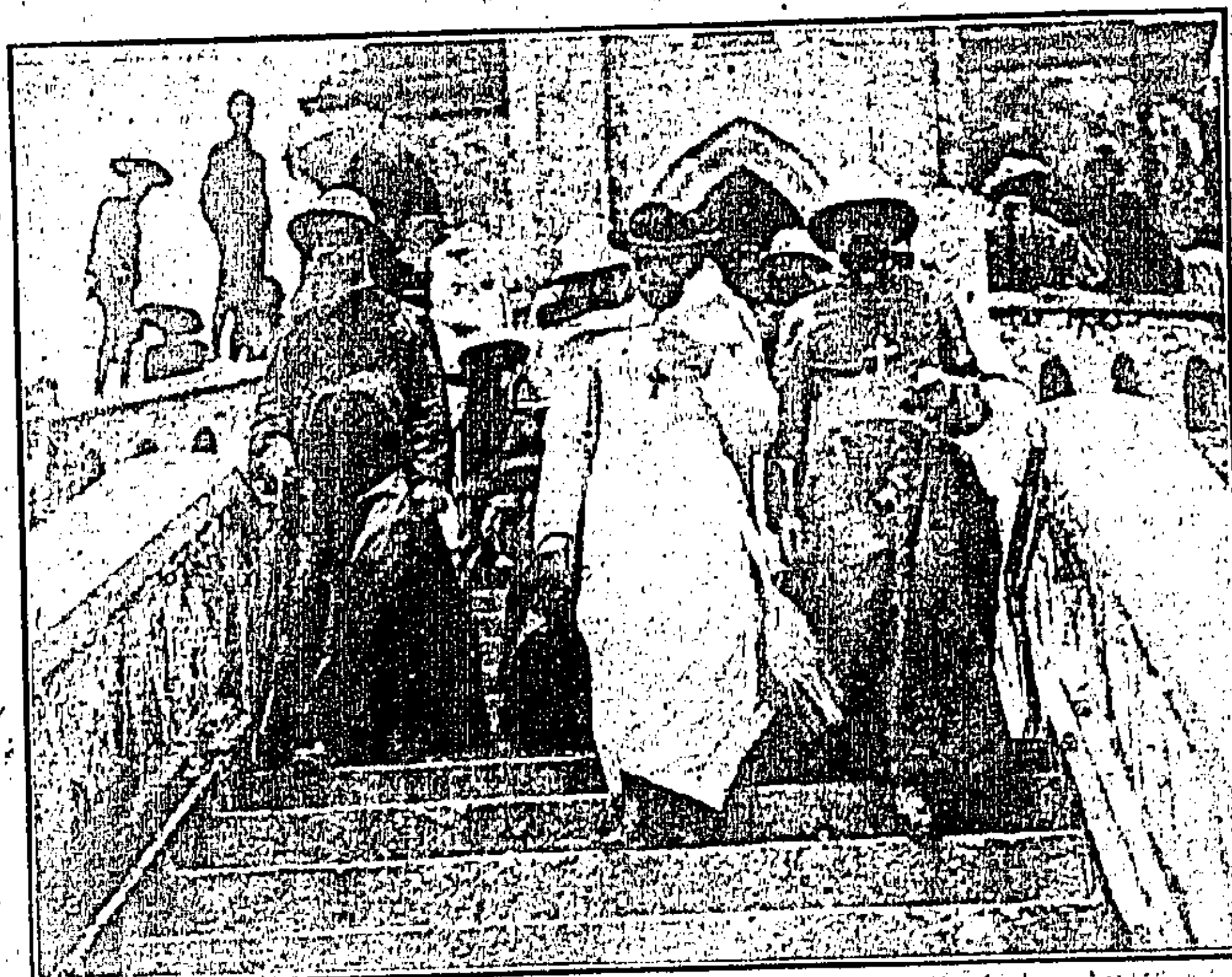
The disembarkation of pilgrims to Sanchoan Island last Sunday, showing the s.s. Kinshan and Portuguese gunboat Patria lying off the shore. (Photo: Mee Fong).



The main chapel on Sanchoan Islands which was visited by pilgrims on the occasion of the consecration of the new Bishop of Kongmoon. (Photo: Mee Fong).



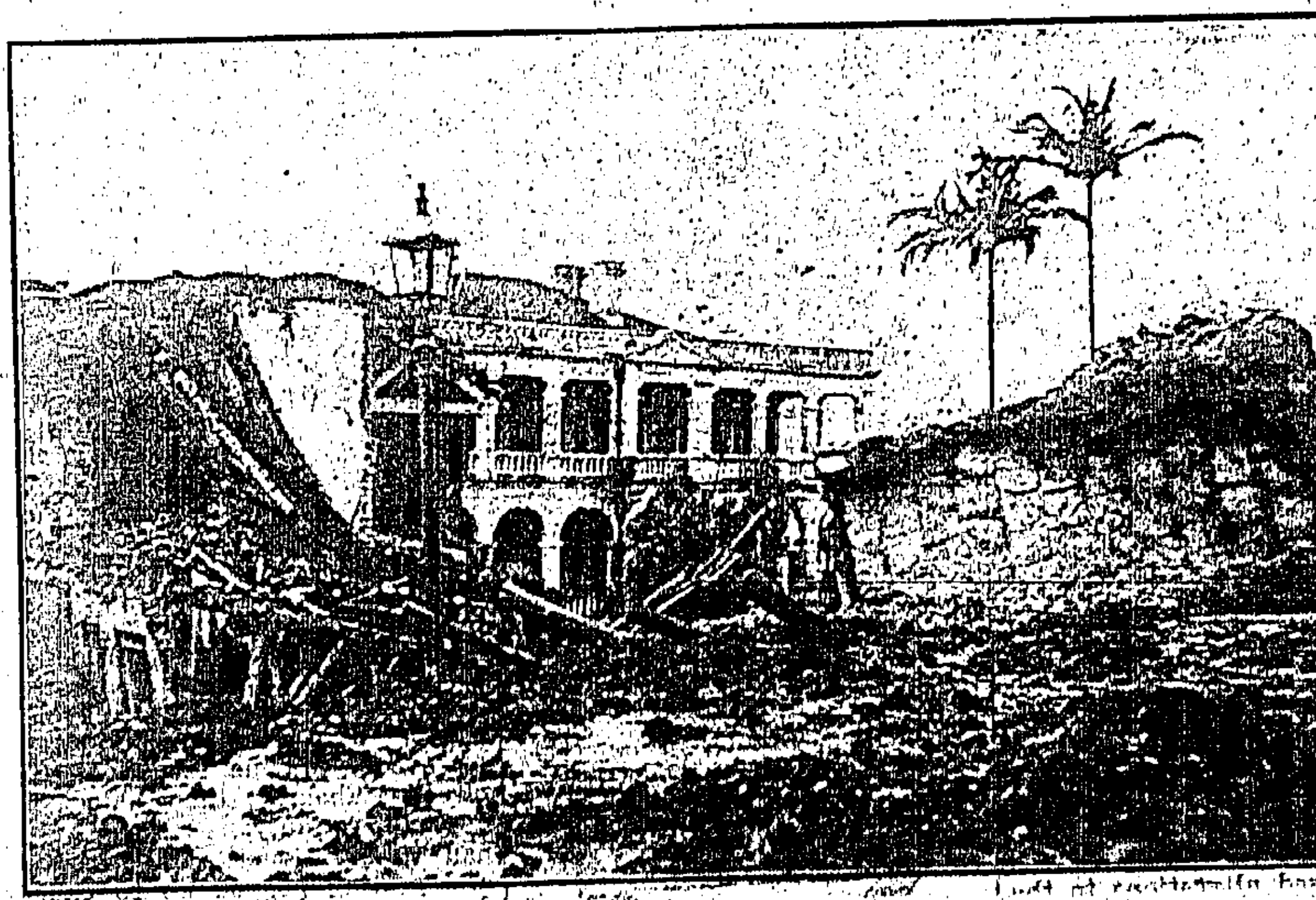
A group taken on the hillside at Sanchoan, with the new Bishop in the centre together with the Bishops of Hongkong, Canton, Macao, and Amoy. (Photo: Mee Fong).



Close up pictures taken of the leading figures at Sunday's consecration ceremony at Sanchoan. In the centre of the picture on the left, together with the Bishops of Hongkong, Amoy, Macao and Canton, is seen Monsignor Walsh, the new Bishop of Kongmoon. (Photo: Mee Fong).



Worshippers at the shrine of St. Francis Xavier, on Sanchoan Island, being the spot where the Saint's body was buried for a period immediately following his death. (Photo: Mee Fong).



A general view of the damage caused by the landslide last week-end between Conduit and Robinson Roads. On the left, the damaged garage; on the right, part of the retaining wall which fell from the road above. (Other Photos on page 18).

DRESS WEAR ITEMS



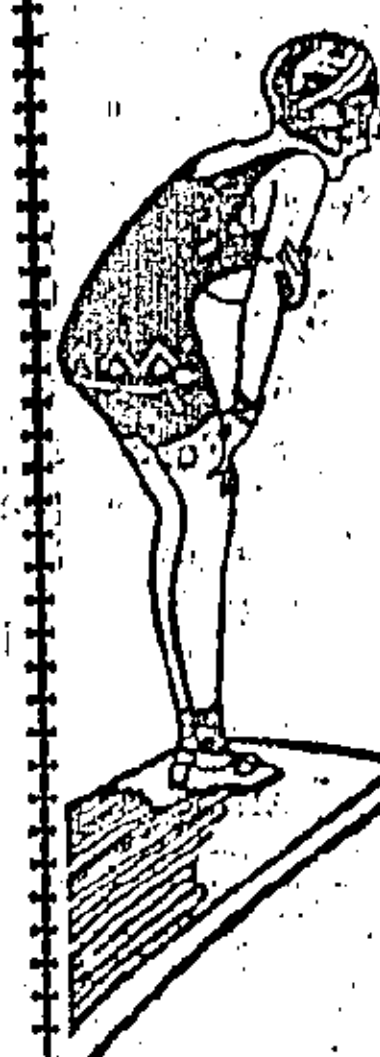
You can be sure of getting everything you require in dress-wear at Mackintosh's. You will get it in that unobtrusive correctness which you regard as essential. Every item, in finish, in style, in fit and comfort, will comply with your own exactly high standard of what is correct for you. For here, as nowhere else, the needs of the particular man have been closely and intelligently studied.

MACKINTOSH
& Co., Ltd.

MEN'S WEAR SPECIALISTS

Alexandra Building.

Des Voeux Road.



THE SEASON'S

Bathing Caps and Shoes have arrived.

An early purchase is advisable.

Latest Styles, Moderate Prices

THE COLONIAL DISPENSARY

14, Queen's Road, Central Tel. C. 1877.

THOSE REQUIRING GROUP PHOTOS

are advised to make use of our new CIRCUIT CAMERA by which long photographs of groups (up to 2,000 people) can be taken in one picture, so that every figure in the group appears clearly. Photos from 12 inches to 8 ft. in length.

Call and see specimens.

MEE CHEUNG.

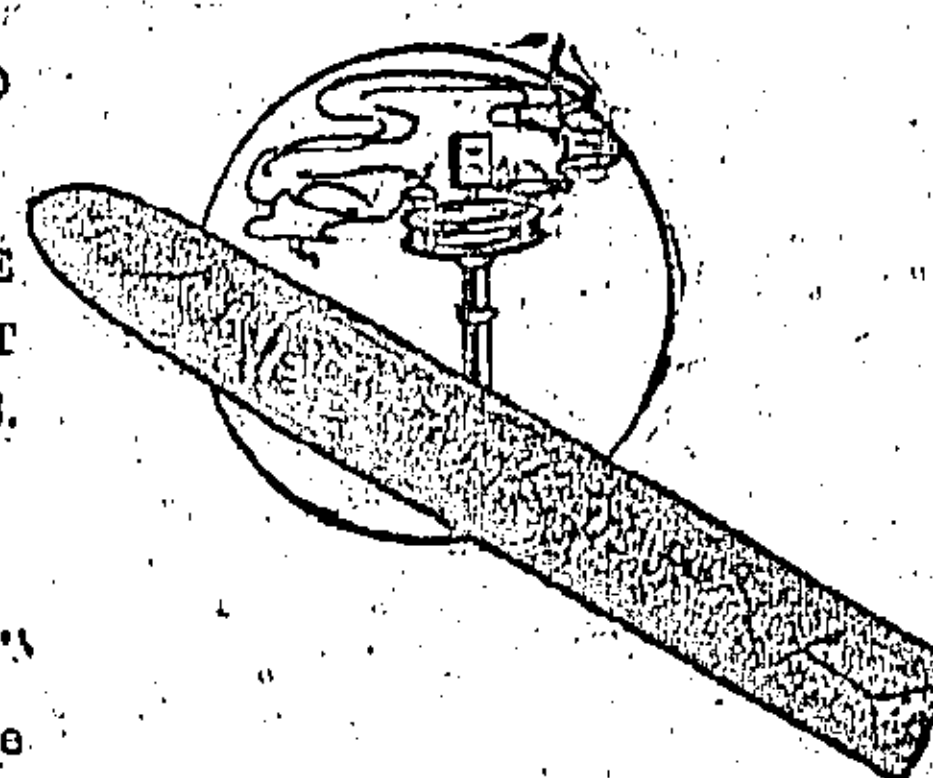
Studio, Ice House St.

Branch 7, Beaconsfield Arcade.

NOW IS THE TIME TO
BUY HIS CIGARS.

WE HAVE CHOICE
BRANDS AT MOST
REASONABLE PRICES.

"GERMINAL
EXCELLENTE"
are always welcome



VICENTE ATIENZA & CO.

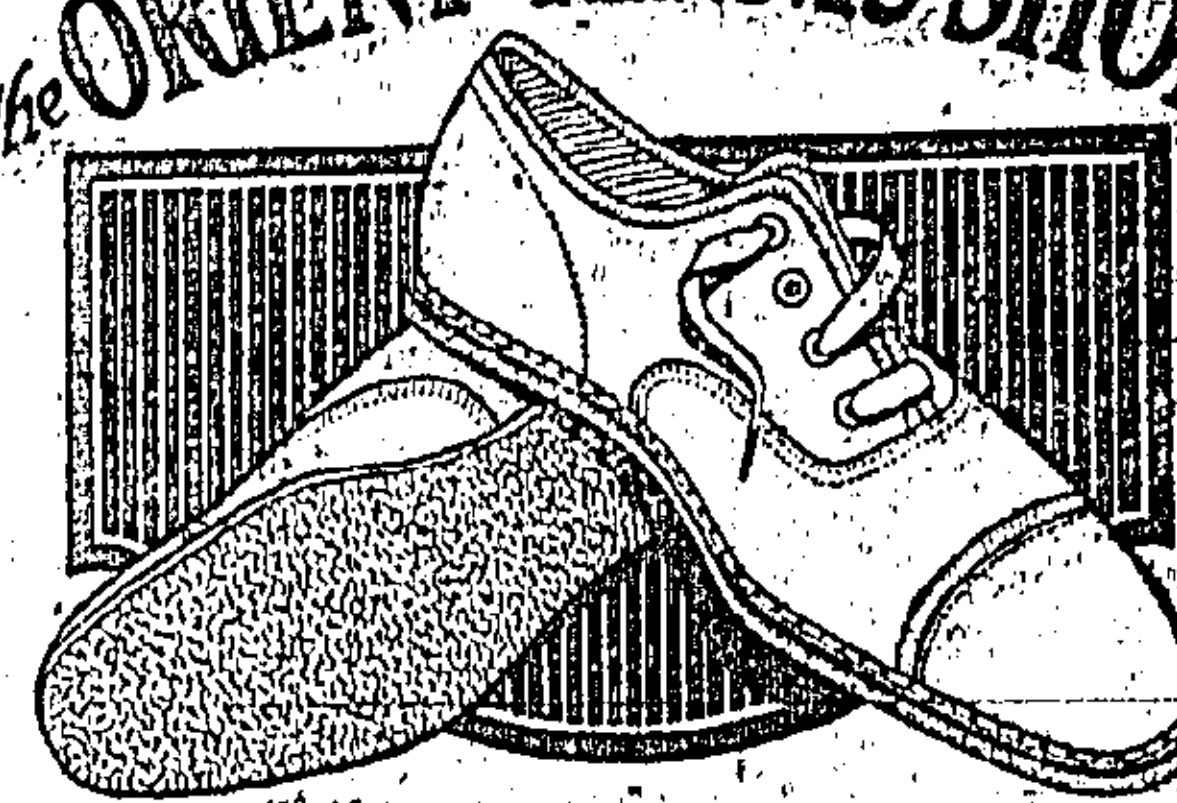
Tel. K. 155

54, Nathan Road, Kowloon.

Power-full
SOEY GASOLINE

WHITEAWAYS

The ORIENT TENNIS SHOE



"ONE OF WHITEAWAYS STANDARD VALUES"

Heavy firmly woven white Canvas uppers with a medium thickness good wearing crepe Rubber Sole. Easy fittings. A splendid Shoe for all sports.

\$4.75

THIS IS REMARKABLE VALUE

WHITEAWAY, LAIDLAW & COMPANY, LIMITED.

A Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in

The Hongkong Telegraph

and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00
(\$1.50 if not prepaid)

The following replies are awaiting collection—
1392, 1342, 1397, 1441, 1444,
1456, 1462, 1453, 1512, 1516,
5, 26, 32, 38, 72, 80, 88,
101, 102, 161, 168, 174, 191,
194, 208 216

PREMISES TO LET.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Rooms, 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—The First floor on No. 2, Hart Avenue. (Five rooms). Apply to, Spanish Dominican Procuration.

TO LET.—FLATS on the Shameen with all modern conveniences. Apply E. R. Mogra, 25, British Concession, Shameen.

TO LET.—From 1st June, furnished flat at Mount Kellet, No. 196, The Peak. Apply Property Office, Jardine, Matheson & Co., Ltd.

COMMERCIAL OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

FLATS also ROOMS, single, double, furnished or unfurnished, mid-level or Kowloon, excellent locations. Partial service, if required. Small Investors. Tel. C.4630.

TO LET.—The Bungalow 21, Broadwood Road, Happy Valley. 4 rooms, 2 furnished bedrooms. Garden with Garage for small car. Rent \$150. Apply Telephone C.5213.

TO LET.—European Flat, 29A, Kennedy Road, 4 rooms, 2 bedrooms servants' quarters. Apply Telephone C.647, or Thornhill Aerated Water Factory, 154, Praya East.

FLATS TO RENT ORIENT BUILDING.—Nathan Rd., ground floor No. 571, 581, first floor No. 585, second floor No. 581, 587. Enquiry: Mr. F. C. Li, 225, Des Voeux Road. Tel. No. C.3307.

TO LET.—SHIPPING OFFICES in Connaught Road Central, Nos. 16, 18 & 19, Ground Floor; No. 16, Second Floor. Please apply S. K. Trust Ltd., 29, Connaught Road, Central.

TO LET.—Fully furnished bungalow on Peak, available immediately for four months. On motor road ten minutes from upper tram station. Moderate rental. Apply Box No. 219, care of "Hongkong Telegraph."

TO LET.—Furnished flat on Peak to let: two bedrooms with bathrooms, two reception rooms and enclosed Verandah. Modern Sanitation. Immediate Possession. Apply Box No. 207, care of "Hongkong Telegraph."

SITUATIONS VACANT.

WANTED.—Experienced English nurse for small boy aged 8 years. Apply Box No. 216, care of "Hongkong Telegraph."

FOR SALE.

FOR SALE.—"Oldsmobile" five seater in splendid condition \$1,250, no offers. Apply Box No. 220, care of "Hongkong Telegraph."

FOR SALE.—The following Motor Vehicles 20 Passenger Bus, British, 7 seater Oldsmobile, 5 seater Hudson Super-Six. All in good running order and moderately priced. For particulars. Apply Box No. 218, care of "Hongkong Telegraph."

KOWLOON CRICKET CLUB.

CONCERT TO-NIGHT

May 28th, at 9.15 p.m.

(Weather Permitting)

Admission \$1.00 Services 50 cts.

S.S. "TJLEBOET."

Tender are invited for the purchase of the wreck of the Forepart of the s.s. "Tjleboet" as it now lies at Ling Ting Island. Full particulars from the undersigned.

JAVA-CHINA-JAPAN LIJN. York Building.

THE HONGKONG EXCAVATION, PILE DRIVING AND CONSTRUCTION CO., LTD.

NOTICE is hereby given that the Sixth Annual General Meeting of the above Company will be held at the Registered Office, 2nd Floor, Powell's Building, Des Voeux Road Central, Hongkong, on Tuesday, 31st May, 1927, at 3 o'clock in the afternoon, for the purpose of receiving the Report of the Directors together with a statement of accounts for the year ended 31st March, 1927.

The Transfer books of the Company will be closed from 24th May to 31st May, 1927, both days inclusive.

Dated Hongkong, 23rd May, 1927.

CHINA SUGAR REFINING COMPANY LIMITED.

NOTICE.

THE FORTY-NINTH ORDINARY ANNUAL MEETING of the Shareholders of the above Company will be held at the Offices of the General Agents, Pedder Street, on Tuesday, 7th June, 1927, at noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1926.

The Transfer Books of the Company will be closed from 26th May to 7th June, 1927, both days inclusive.

JARDINE, MATHESON AND CO., LTD. General Agents.

Hongkong, 16th May, 1927.

THE PRINCE'S BUILDING AND LAND CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN THAT THE FOURTH ORDINARY YEARLY MEETING of the Company will be held at its office, Prince's Building, Hongkong, on Tuesday, 31st May, 1927, at 4.00 p.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st March, 1927.

THE TRANSFER BOOKS OF THE COMPANY will be closed from Friday, 27th May, 1927, to Tuesday, 31st May, 1927, both days inclusive.

By Order, of the Board of Directors, S. K. MOOSA, Secretary.

Hongkong, 16th May, 1927.

WOMEN OF REFINEMENT.

prefer the beauty arising from perfect health to that obtained by artificial means. Pinkettes are beauty's most natural aid, for they ensure daily regularity, clear the

Pinkettes

skin of pimples and blotches, cure in a night sick headaches, bilious attacks and offensive breath. Of chemists, or post free, 60 cents the box, from Dr. Williams' Medicine Co., 60 Kiangsi Road, Shanghai.

PINKETTES KEEP YOU WELL.

NEW ADVERTISEMENTS.

G. R. NOTICE.

King's Birthday Review.
3rd June, 1927.

Queen's Road East from Arsenal Street and Morrison Gap Road to Stubbs Road will be closed to motor traffic between the hours of 7.30 a.m. and 11 a.m. Motor Vehicles proceeding to the Race Course will do so by way of Praya East, Wanchai Road, Morrison Hill, Leighton Hill and Wong Nei Chong Roads and will return to town by the same route.

Motor Vehicles proceeding to and from the Peak will proceed by way of Praya East, Wanchai Road, Morrison Hill Road and Morrison Gap Road to Stubbs Road and Vice Versa.

H. E. the Governor's car which will be escorted by a squad of motor cyclists of the Special Police and H. K. Volunteers will proceed down Garden along Queen's Road East and Morrison Gap Road and Vice Versa on the return journey.

E. D. C. WOLFE,
Capt. Supt. of Police.
Hongkong, 27th May, 1927.

NOTICE.

It is hereby notified that, Mr. Lam Wing Yan and Miss Myra Chanson have both resigned from the undersigned Company as from May 26th, 1927. Their power to sign for and on behalf of the Company is therefore revoked as from the above mentioned date.

Hongkong, May 26, 1927.

THE UNIVERSAL MOTOR AND SUPPLY CO.
61, Des Voeux Road.

MEMORIAL DAY.

The Committee of ladies in charge of arrangements for the observance of Memorial Day, and other ladies interested will meet at the American Consulate General, on May 30, 10.00 a.m., and proceed to the Cemetery at Happy Valley to decorate the graves of Americans there.

All Americans and others who wish to take part in this observance should be at the Cemetery not later than 10.30 a.m.

AMERICAN CONSULATE GENERAL.
Hongkong, May 26, 1927.

HONGKONG JOCKEY CLUB.

The Fourth Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 4th June and Monday, 6th June, 1927, commencing at 2.45 p.m. on both days. The first bell will be rung at 2.15 p.m.

The charge for admission to the Public Enclosure will be \$1. per day for all persons including Ladies, Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5. each per day up to Thursday, 2nd June, 1927.

The charge for admission for Ladies to the Members' Enclosure will be \$2. Each member can obtain, upon application to the Secretary, Badges for admission of 2 Ladies free of charge.

MACAO RACES.

THE INTERNATIONAL RACE AND RECREATION CLUB OF MACAU, LTD.

THE SECOND EXTRA MEETING.

The Second Extra Meeting will be held, (weather permitting) on Saturday & Sunday, 28th & 29th May, 1927, commencing at 2.15 p.m.

Special Fares for return Saloon passengers \$5.

RACE STEAMERS.

Saturday, "Sui An" 9 a.m. to Macao.

Saturday, "Sui Tai" 2 p.m. to Macao.

Sunday, "Sui An" 9 a.m. to Macao.

Sunday, "Sui Tai" 5 p.m. from Macao.

Sunday, "Sui An" 6.30 p.m. from Macao.

HONGKONG FOOTBALL ASSOCIATION.

All proposed alterations to the rules of the above Association, the Challenge Shield Competition, Lai Wah Cup and Sunday Herald Charity Cup Competitions must be forwarded to the undersigned not later than the 31st May, 1927.

W. E. HOLLANDS, Secretary.

P. O. Box 233.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on **TUESDAY,**
the 31st May, 1927,
commencing at 11 a.m.

at No. 7, Queen's Garden (Ground Floor).
A Quantity of Valuable Household Furniture.

comprising:—

Chesterfield Couch and Chairs, Teak Bookcase, Glass Cabinet, Carpets, Pictures, Ornaments, etc., etc.

Teak Dining Table, Chairs, Sideboard, Dinner Wagon, Glass Ware, Crockery, Ice Chest, etc., etc.

Teak Bedstead, Wardrobes with Bevelled Mirror, Dressing Table, Chest of Drawers, Chairs, Washstands, etc., etc., etc.

also

A Few Pieces of Blackwood Ware.
Catalogues will be issued.

On View from Monday, the 30th May, 1927.

Terms:—Cash on delivery.

LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on **WEDNESDAY,**

the 1st June, 1927,

commencing at 10.30 a.m.

at No. 12B, Mody Road, Kowloon.
A Quantity of Valuable Household Furniture.

comprising:—

Teak Hatstand, Chesterfield Couch and Chair, Upholstered with Fine Silk Brocade, Teak Bookcase, Glass Cabinet, Screen, Carpets, Curtains, Pictures, Ornaments, etc., etc.

Teak Dining Table, Chairs, Sideboard, Community Plate Cutlery, Glass Ware, Crockery, Teak Ice Chest, etc., etc.

Brass Mounted Bedsteads, Teak Wardrobe with Bevelled Mirror, Dressing Table, Rattan Furniture, etc., etc.

also

One Piano by "Morrison."

One "Sonora" Cabinet Gramophone.

and

Several Pieces of Blackwood Ware.
Catalogues will be issued.

On View from Tuesday, the 31st May, 1927.

Terms:—Cash on Delivery.

LAMMERT BROS.,

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on **WEDNESDAY,**

the 1st June, 1927,

commencing at 5.15 p.m.

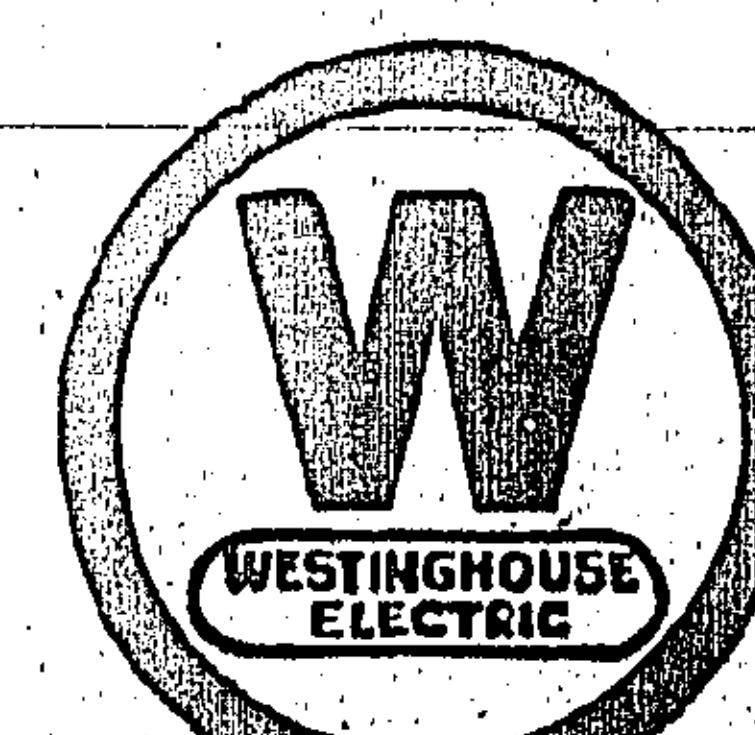
at the Sales Room, Duddell Street.

A Valuable Collection of Postage Stamps.

(Particulars from Catalogue.)
On View from Tuesday, the 31st May, 1927.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.



Reiss, Massey & Co., Ltd.

Distributors.

Queen's Bids. Tel. C.578.

CHINA AUCTION ROOMS.

4, Duddell Street.
If you have anything you would like to sell, exchange or advertise send it to the **CHINA AUCTION ROOM.**

E. V. M. R. de SOUSA.

MACAO RACES.

SECOND EXTRA RACE MEETING. SATURDAY, 28TH & SUNDAY, 29TH MAY, 1927.

First Race 2.15 p.m.
Entrance to Public Enclosure 40cts.
Entrance to Members Stand \$2.00.
Special Race Steamers will run as under:

Saturday, 28th May.
From Hongkong.
Sui Tai 9.00 a.m. Sui An 2.00 p.m.
Sunday, 29th May.
From Hongkong, Sui An 9.00 a.m.

From Macao.
Sui Tai 5.00 p.m. Sui An 6.30 p.m.
Members are advised that they must show their badges to obtain admission to the Members' Enclosure.

Members may introduce two Ladies. Tickets may be had on application to the Secretary I.R.C. Macao free of charge.

Each member has the right to introduce 2 non-Members to the Members' Enclosure. Tickets may be obtained at the Entrance Gate.

CHURCH NOTICES.

St. John's Cathedral, Hongkong.
May 29, 1927, Sunday after Ascension, Holy Communion, 8 a.m. Sunday School, 10 a.m. Matins 11 a.m. Preacher: Rev. H. Copley Moyle. Evensong 6 p.m. Preacher: Rev. H. A. Wittenbach. Social gathering after Evensong in the Hall Music and Light refreshments. Service men specially welcome.

First Church of Christ Scientist.
Maddonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject: Ancient and Modern Necromancy, alias Mesmerism and Hypnotism, Denounced. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address, open: Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room.

Wesleyan Methodist Church.
Queen's Road East, Wanchai (near Royal Naval Hospital). Sunday, May 29th, 1927. Parade Service, 10.15 a.m. Preacher, Rev. H. S. F. Rossiter. Evening Service, 6 o'clock. Preacher, Rev. J. C. Knight Anstey. Subject: "The men who are to be congratulated." Sailors' and Soldiers' Home, Arsenal Street, (Corner House). Bible Class at 3 p.m., conducted by Mr. May; Chaplain's Meeting and Social Hour at 8.15 p.m.

MUTINY DENIED.

DOLLAR COMPANY REFUTES STORY.

Reports which have been published of a mutiny aboard the Dollar liner President Lincoln, which arrived at Shanghai from Hongkong on Friday, were emphatically denied later by Dollar Company officials.

"When the President Grant, of the same line, left San Francisco recently to bring out a contingent of American Marines, it was specified that an American crew should be provided, instead of the usual Chinese crew in the steward's department. Accordingly Dollar officials in San Francisco picked up a crew as swiftly as possible. They had no time to handpick those who presented themselves for jobs, and in consequence, it is explained, several undesirable characters were taken on."

When the vessel reached Hongkong, this crew was paid off and Chinese were signed on, the former crowd being sent back to the States on the President Lincoln, according to Dollar officials. While in Hongkong, the steamship men say, the rowdy element fell rather hard for this wet country and created some trouble.

Upon arrival at Shanghai, in order to prevent a repetition of this incident, Captain J. L. Jones, State on the President Lincoln, master of the Lincoln, requested that Marine sentries be placed aboard the ship, to do police duty, stopping the bad actors from going ashore and getting pepped up to cause more trouble. One company of Marines was kept standing by on the dock in case serious objections to refusal of shore leave were voiced, Dollar Line officials say, but only two sentries were placed aboard the vessel.

At no time, it is claimed, was there any open outbreak of mutiny or anything resembling it.

POST OFFICE NOTICE

NOTICE.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

RADIO TELEGRAMS may now be accepted for Hongkong under the same conditions and at the same rates as for Canton.

During the interruption of the Hongkong-Macao cable service the Macao Radio Station will remain open for the exchange of telegrams with Hongkong from 8 a.m. to 10 p.m. The Hongkong Station is always open and messages are accepted at any time throughout the 24 hours.

Letters and postcards only for the United Kingdom and Europe will be forwarded via Siberia if so supercharged.

The Radio Telegraph Service between Hongkong and Swatow has been resumed and telegrams for Swatow are now accepted under the same conditions and at the same rates as for Canton.

Parcel Post service between Hongkong and Ports of the Yangtze West of Hankow is temporarily suspended.

INWARD MAILS.

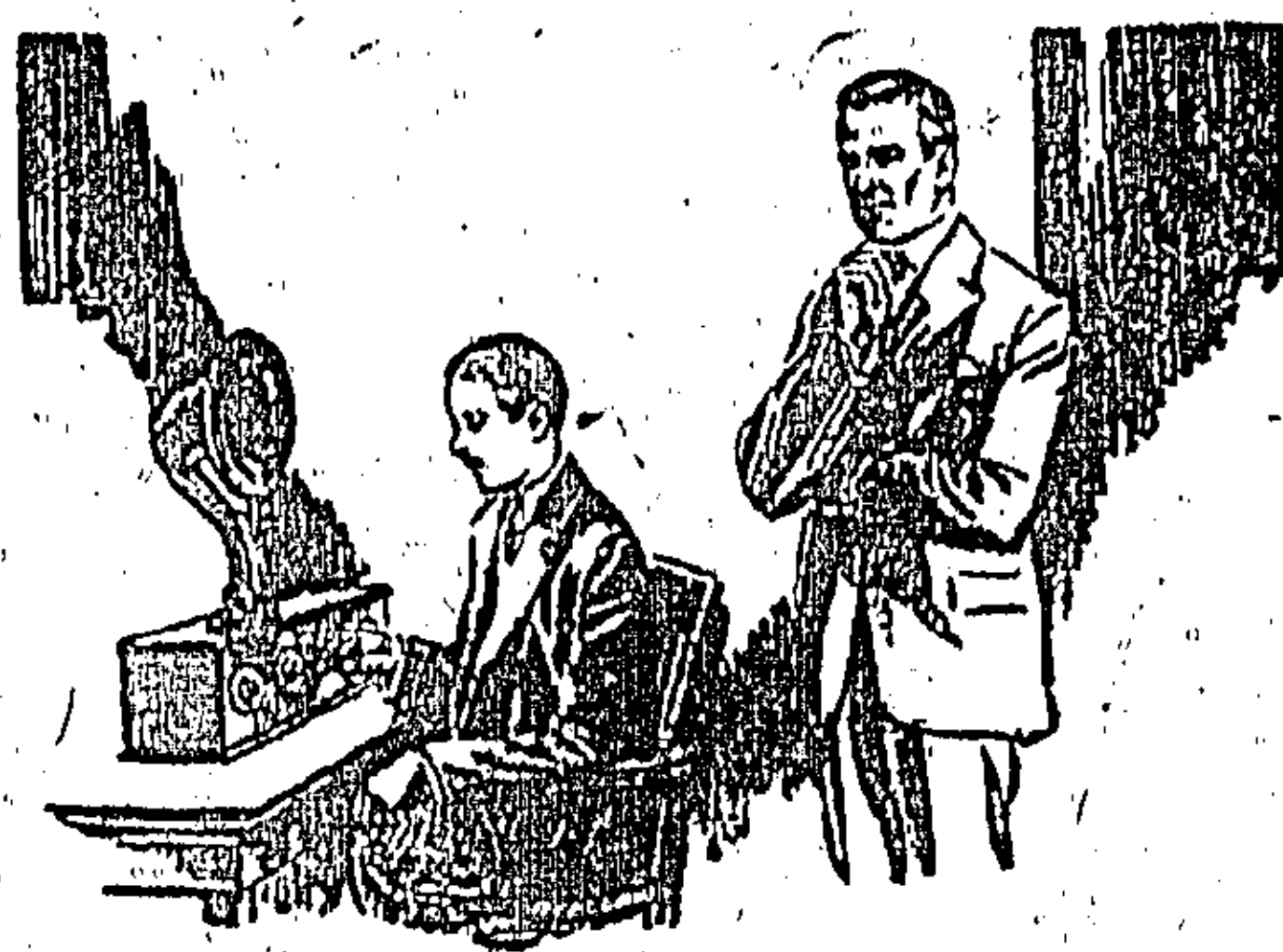
For	Per	Due
Shanghai	Sunning	May 28.
Straits	Hakozaki Maru	May 29.
U.S.A., Canada, Japan and Shanghai	Pres. Pierce	May 29.
Manila	Empress of Canada	May 30.
Shanghai	Aeneas	May 30.
Straits	Cramer	May 30.
Straits	Kutsang	May 31.
U.S.A., Japan and Shanghai	Emp. of Russia	June 1.
U.S.A., Honolulu, Japan and Shanghai	Pres. Monroe	June 1.
U.S.A., Honolulu, Japan and Shanghai	Pres. Jackson	June 1.

OUTWARD MAILS.

From	Per	Date.
Haiphong	Tonkin	Sat., May 28, 2.30 p.m.
Swatow	Changchow	Sat., May 28, 2.30 p.m.
Shanghai and Europe via Siberia	Shinkiang	Sat., May 28, 2.30 p.m.
Saigon	Dewey	Sat., May 28, 2.30 p.m.
Samshui and Wuchow	Tai Hing	Sat., May 28, 4 p.m.
Amoy	Anhui	Sat., May 28, 5 p.m.
Shanghai, Japan, and Europe via Siberia	Trebartha	Sat., May 28, 5 p.m.
Saigon	Prominent	Sat., May 28, 5 p.m.
*Swatow and Bangkok	Kaying	Sun., May 29, 8.30 a.m.
Haiphong	Yingchow	Sun., May 29, 8.30 a.m.
Swatow, Amoy and Formosa	Kaijo Maru	Sun., May 29, 9 a.m.
Swatow	Yusang	Mon., May 30, 8.30 a.m.
Shanghai, Japan and Europe via Siberia	Hakozaki Maru	Mon., May 30, 10.30 a.m.

Straits, Ceylon, India, Mauritius, E. and S. Africa	Chicago Maru	Mon., May 30, 12.30 p.m.
Saigon	Hinsang	Mon., May 30, 1.30 p.m.
Amoy	Sunning	Mon., May 30, 5 p.m.
Haiphong	Cheongshing	Tues., May 31, 8.30 a.m.
Shanghai, Japan, Honolulu, *San Francisco and Europe via Siberia	Taiyo Maru	Tues., May 31, 10 a.m.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles	Aeneas	Tues., May 31, 10.30 a.m.

Reg. C.F.O. K.F.O.
Letters 10.30 a.m. Letters 10.30 a.m. (Due Marseilles 2nd July).
Haining Tues., May 31, 1 p.m.
Kutsang Tues., May 31, 5 p.m.
Mingsang Wed., June 1, 8.30 a.m.



Your Boy is Growing up!

FIFTEEN years old, 114 pounds in weight, 5 feet 4 1/2 inches tall—a genuine, typical near-man. Keen in mind. Keen to appetite. Knows what he wants.

Your boy is growing up. Check it by his up-to-the-minute clothes, his ambitions, and opinions regarding questions of the day. It costs a little more for him to get around now because he's learning new buying habits. This means it costs Dad more, but Dad hasn't forgotten his own teen-age.

Your boy is growing up. Give him every chance by providing for his future. Teach him the value of thrift. Start him with a Manufacturers Life Endowment—a policy which in a few years, will mature and place him in funds no matter what may happen to you.

THE MANUFACTURERS LIFE INSURANCE COMPANY

HEAD OFFICE TORONTO, CANADA

ARNHOLD & CO., LTD.

AGENTS,

French Bank Building, HONGKONG.

Tel. Co. 1500.

Without obligation kindly forward particulars of our Endowment policy for \$10,000 to the nearest branch office.



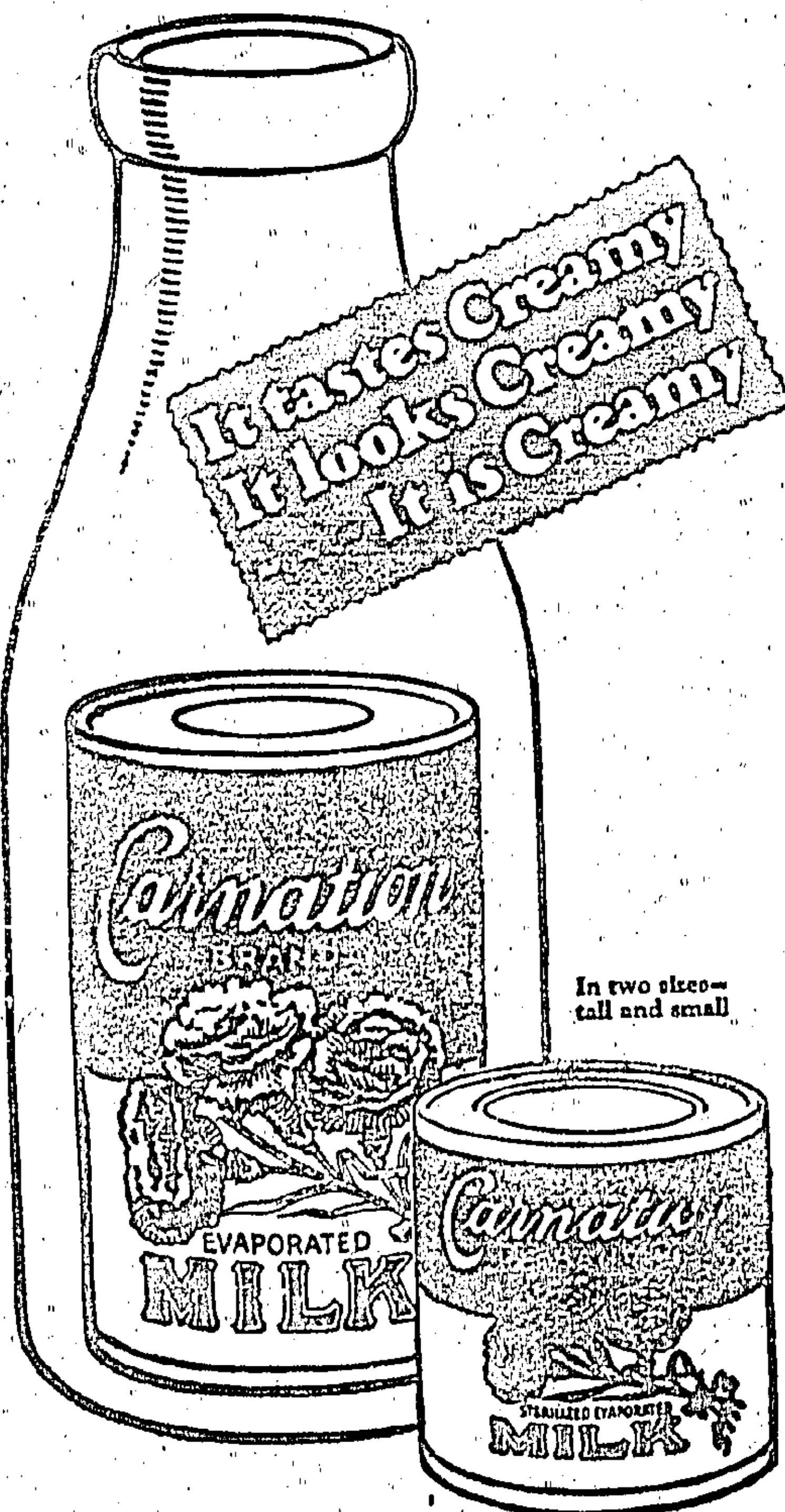
ASAHI BEER

Special Brewed for Export

DAI NIPPON BREWERY CO., LTD.
TOKIO JAPAN

Sole Agents.

MITSUI BUSSAN KAISHA, LTD.
HONGKONG.



It tastes Creamy
It looks Creamy
It is Creamy

In two sizes—
tall and small

Distributors—
American Milk Products Corporation.

5, Duddell Street.

Tel. C. 3722.

THE PORT OF HAMBURG.

TYPIFYING CONSTITUTION OF A CITY.

Herr R. Ross, President of the Hamburg House of Burgesses, writes:

The Free City of Hamburg is one of the few out of the numerous city-republics flourishing during the Middle Ages that has preserved intact its individuality as a separate state (within the framework of the constitution that has merged the German federal states into the national unit) as well as its republican character. For centuries Hamburg was compelled to defend her independence against the encroachments of the feudal overlords whose territories surrounded her own. At the same time her citizens were engaged in frequent internal struggles among each other in order to establish the principle of the liberty of the subject with the state. The result of these endeavours was that the city, after the rule of the medieval patrician families was broken and after the plutocracy that had taken its place had also disappeared, had acquired for herself a more or less democratic constitution—a constitution that has transformed into reality the often quoted (and just as often misapplied) watchwords of "Liberty" and "Equality". The revolutionary events accompanying the close of the world war prepared the ground for the new constitution that now governs the affairs of the state. The task of making it was allotted to the so-called Constituent House of Burgesses elected on March 16th, 1919, and was completed on December 29th, 1920. The new constitution was published on January 7th, 1921.

In conformity with the principles established as binding for all the German federal states under the terms of the German national constitution, the city-state of Hamburg, as now constituted, is a democratic republic governed along parliamentary lines. The supreme power is vested in the people by whom it is delegated to the House of Burgesses ("Burgerschaft") and the Senate ("Senat"). The House of Burgesses consists of 160 members, i.e., the same number as already laid down by the constitution of September 28th 1860, but whereas formerly a complicated system of voting was employed in order to secure a majority for those citizens possessed of a certain wealth, the members are now elected by universal, equal, and direct voting and by secret ballot. The system of proportional representation (P. R.) has been adopted, and the voting is renewed at intervals of three years.

Elected Senators.

The Senate consists of fifteen members elected by the House of Burgesses according to the majority of the votes actually cast. The Senate as a body, and also each individual senator, hold their offices subject to their possessing the confidence of the House of Burgesses, and must retire in the event of a special resolution being passed by the latter stating that they no longer enjoy the confidence of the House of Burgesses. Such resolution, however, requires the consent of a majority of all members, and must be passed twice if the majority voting in favour of it when it was first proposed consists of less than two-thirds of the number of members present. This provision constitutes an effective safety valve against accidental majorities and prevents an undesirable frequency of constitutional changes. A Senate against whom such a vote of no confidence has been passed is entitled to appeal to the people and to bring about a plebiscite on the question whether the Senate is to retire from office or whether a new House of Burgesses is to be elected.

The Senate acts as the executive organ of the government. In particular, it represents Hamburg in her dealings with the national government, the individual federal states, and foreign countries. In view of the city's enormous importance as a seaport of world-wide reputation, it is, of course, not surprising that practically every foreign country has its own consular representatives in Hamburg, and that some of the latter also exercise the functions of a minister or envoy of the state they represent. As regards the internal organisation, the Senate has to supervise the "entire administration of the city-state and to maintain law and order within its precincts. Special tasks and duties are attached to the office of the President of the Senate (or First Burgomaster—"erster Bürgermeister") who, like his deputy, the "zweiter Bürgermeister," is elected annually by the members of the Senate in secret ballot. The chief duties of the President are, to conduct the business transacted by the Senate, to look after the inter-

nal and external welfare of the state, to exercise his personal influence in matters of particular importance to the state, and to initiate new legislative and administrative measures. The present "erster Bürgermeister"—a gentleman whose name is well known far beyond the confines of the small state whose destinies he guides—is Dr. Carl Petersen.

Burgesses' Powers.

The right of law-giving is exclusively vested in the House of Burgesses which is the only legislative body in the state. The Senate, nevertheless, exercises a certain influence on legislation inasmuch as most bills originate within it, and are introduced into the other House by a commissary of the Senate. Moreover, the Senate has a limited right to veto any resolution passed by the House of Burgesses, and—in special cases—to cause a plebiscite to be held. All financial measures require the consent of the House of Burgesses, which is also authorised to exercise the parliamentary control of the administrative system. An important body elected by the House is the Burgesses' Committee ("Bürgerausschuss") consisting of the President of the House of Burgesses and twenty additional members chosen, according to the principle of proportional representation, from the rest of the House. The main duty of this committee is to superintend the maintenance of the constitution and the just administration of public law.

The fact that the number of public authorities is comparatively large in Hamburg considering the size of the state, and the further fact that their competence and their functions are not always clearly defined, have their origin in the historical development of the city-state, and must be accounted for by the gradual increase in the number of functions imposed upon the state and in the desire of the citizens to realise the principle of self-administration. At present, however, a bill is in course of preparation, by which it is intended to simplify the administrative apparatus and to create thirteen comprehensive authorities or boards whose various competencies are to be strictly and unambiguously defined. This new arrangement will be such that the old-established principle of giving the honorary members of the administrative bodies a genuine share in the work carried out by the latter is not interfered with, with the eventual result that practically each one of the thirteen boards will consist of one senator as chairman and eight members elected by the House of Burgesses.

Outlying Territories.

The territory belonging to the city state, in addition to the area occupied by the city itself, includes the three towns of Bergedorf, Geesthacht, and Cuxhaven, and twenty-eight rural districts. Each of these component parts enjoys complete autonomy as regards its communal affairs. The influence exercised by the state government is limited to the supervision of the local administration, in conformity with the existing laws, and to matters concerning finance. No separate bodies have been set up for the city as such and as distinguished from the city state, because the Senate and the House of Burgesses are competent in both capacities. This practical identification of the interests of the city and those of the state is probably the chief characteristic feature of the typical city state.

Although the area ruled by her is but small, Hamburg has acquired great importance in many ways. This is due to her favourable geographical position, and still more to the civic sense developed by her inhabitants.

She is not only one of the very largest emporiums of the world's trade and traffic, but also one of the principal centres of North German cultural life, and has always taken a high rank for her share in the intellectual activities of the German nation. The events of the past few years have shown that now, since the coming into force of her new constitution, she is just as capable and just as willing to maintain her ancient reputation as she has been in the past. However acute the political differences within her population may be, all classes are nevertheless animated by the spirit of mutual collaboration for the greatness of the city, more especially so when the interests of commerce and shipping are at stake, and this is the platform on which all parties and all political groups will always rally when an occasion for speedy action arises. The essence of democracy is the joint responsibility of all citizens for their common actions, and we may safely assert that this feeling of joint responsibility has never been wanting. And if it is true that democracy, by establishing the life of the state on the broadest possible foundation, assures the constant supply of well qualified servants to the state, Hamburg need not feel any anxiety whatever concerning her future prosperity.

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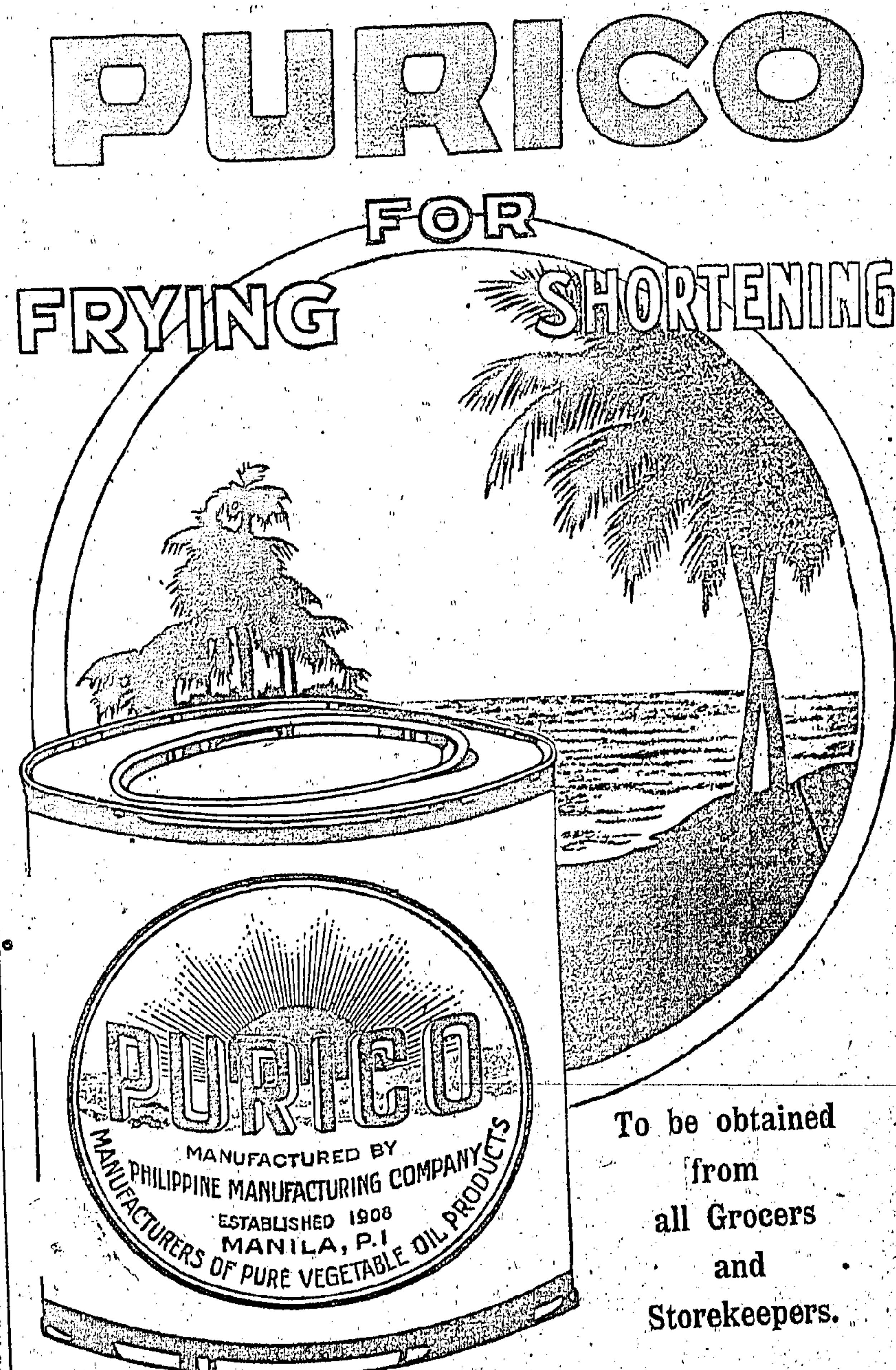
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FOUR R.A.F. MEN KILLED.

BIG AEROPLANE ABLAZE
AFTER CRASH.

Four men were killed in another Royal Air Force disaster last month, in mail week. A large night bombing machine crashed at Eastchurch, Kent, and burst into flames, and the four men on board were burned to death.

The following official statement was issued the same evening:

The Air Ministry regrets to announce that as the result of an accident at Eastchurch, Kent, to a Vickers-Virginia machine of No. 9 Squadron, Manston, on April 19, 1927, Flying Officer William James Kelly, pilot of the aircraft; Pilot Officer John Frederick Dowdeswell, No. 134923 Flight Sergeant Albert George Alderton, and No. 157204 A.C.2 Everett Daniels were killed.

Kelly belonged to Weston-super-Mare, Dowdeswell to London, Alderton to Sheerness, and Daniels to Ramsgate.

A Press correspondent at Eastchurch, telegraphing last night, said:—

The disaster occurred about twelve o'clock. The machine, a two-engined Vickers-Virginia, had flown over to Eastchurch and landed, and at the time of the accident it had just taken off, and was circling the aerodrome. When over the playing fields, which are within the aerodrome boundary, and at a fair altitude, it fell precipitately. There was a loud explosion, and the machine burst into flames.

Many persons in the aerodrome rushed to the scene, and though the flames were fierce, rising to a height of 40 feet or more, they managed to get the bodies out of the wreckage. The machine now lies a tangled wreck of burnt and blackened debris. The occupants were a flying officer, a pilot officer, a flight sergeant, and a mechanic.

Eye-Witnesses' Stories.

Although many people were about at the time, few actually saw the accident. A building worker on the top of a shed nearby said:—I saw the machine take off and begin to circle round, and I took no further notice. Both engines were running perfectly, and as I see so many machines here I was not particularly interested. When she had made a complete circle above the aerodrome I heard a loud crash, an explosion like a gun going off, and turning my head saw a mass of flames rising to a tremendous height.

The cause of the accident is not yet known, but the common belief among the aerodrome workers is that given by a man who was employed close to the scene.

I should think it happened, he said, through the pilot misjudging his distance in taking off. He apparently caught his right lower plane on a stationary machine a little to the right and in front of him. In doing this the wires controlling the ailerons, by means of which the pilot keeps his machine level in the air, were put out of action.

The pilot was thus unable to steady his plane in the air, although he could still turn the plane from left to right. He managed to turn her round, meaning to bring her down in front of the hangars to examine the damage, but suddenly the plane began to fall and nose-dived to the ground.

Last night admission to the aerodrome was refused to anyone who had not definite business there. Eastchurch Aerodrome is a large R.A.F. centre, used mainly for R.A.F. gunnery and bombing instruction. It is situated in the centre of the Island of Sheppey, and is about eight miles from Sheerness, the nearest town.

Hit Wings of Another Machine.

The bomber flew from Manston to Eastchurch to collect a number of accessories, and it was when she was taxiing along the ground to commence the return journey that she hit the wings of another machine. Although its balance was disturbed, the plane took the air properly, and rose to a height of 250 feet.

The pilot then appeared to lose control and the machine fell, narrowly missing some sheds, and, with the engine still on, hit the ground nose first. The petrol tank exploded, the aeroplane turned completely over, and the flames rose high in the air. The sound of the explosion was heard in Eastchurch village, more than a mile away.

Sergeant Pilot Ward, who had three machines out on to the aerodrome in readiness to fly to Somerset later in the day, and who witnessed the accident, said:—I saw the Virginia as she was taking off strike my plane. The two main struts of the left wing of my machine were broken through being struck by the right wing of the Virginia.

I saw her climb up in order to clear the obstacle dead in her path, and then noticed as she went over my head at a height of about 80 to 100 feet that she was banking steeply to the right. I think this was due to the cables controlling the ailerons having been dam-

WOMAN'S MOVEMENT IN GERMANY.

SURVEY OF MODERN URGES.

Dr. Agathe Laach, of Hamburg, a lady University Professor, writes: The change of times and views which has taken place during the last half century in Western Europe, and especially in Germany, is clearly and significantly reflected in the present position of woman. The transformation in methods of working brought about in the 19th century by machinery, has not only affected the destinies of man; it has also given a new direction to the life of woman. The "machine" has relieved the housewife of countless duties which formerly had to be done by hand.

The slow and organic progress of the emancipation of woman—a movement not confined to a single nation, but international, and based on the demands of the times—has been suddenly and remarkably accelerated by the stupendous event of the world war and its consequences. The women of Germany, who regarded their enfranchisement as a very distant goal, are now, not only taking part in political life as electors, but are themselves eligible for election. They work as members of the Reichstag and the provincial Diets, and fill leading positions as councillors in the ministries.

About 30 years ago, the German universities opened their doors to women. At first, they were admitted only as guests, at the discretion of each professor, and were not very welcome as competitors. Only the medical and teaching professions were open to them—professions for which their motherly qualities specially fit them. But now, scarcely any of the higher callings are closed to them. The question of appointing women pastors is just now the subject of much discussion in the consistories. They have even become university lecturers; and while, only two decades ago, men students looked askance at their fellows of the opposite sex, the students of to-day are quite accustomed to women as lecturers.

Research Work.

In natural science laboratories, female assistants have done excellent research work. Women graduates in economics and law have, in addition to practical work connected with social welfare, a very important mission to fulfil as police welfare officials, in factories etc. Juvenile courts, and the care of women and girls in critical situations, are the natural province of a woman, who approaches the unfortunate ones in a motherly, sisterly way, and who sees the needs of a distressed family far better than a man.

Some of the many important services which academically trained women are performing in public life, supplementing the activities of men, have already been mentioned. To these may be added the higher branches of work in libraries, archives, and museums. It is now for women to show their efficiency in the new callings which have been opened to them. But it is also incumbent on them to cultivate a wise self-knowledge, and not to be led by mere ambition to seek high positions; and let them not forget that the highest service which the educated woman—indeed just the thoroughly educated fine-looking woman—can render to her country, is the service of the family.

In connexion with the development of women's activities, the following figures will be of interest; the number of women doctors in Germany increased from 195 in 1913, to 1,627 in 1926.

In the winter term of 1926, the number of women students at German universities was 7,259, as compared with 4,100 in 1914. Of these 7,259 students, 3,050 studied philosophy, 1,200 national sciences, 1,150 law and political economy, 1,200 medicine, 250 dentistry, 270 pharmacy, and 59 theology.

At the technical college, the number of female students rose from 62 in 1913 to 471 in 1923.

In 1929, Germany, with a population of 60 millions had 9½ million women following trades or professions; the United States, with a population of 110 million, 8½ million; England, with a population of 40 million, 6½ million.

aged through contact with my machine.

The pilot appeared to be able to control the rising and turning of his machine, but the heavy banking to the right compelled him to fly in a circle, and it seemed to me that, realising this, he tried to bring her down to the aerodrome which he had just left. He seemed to stall her once or twice, and lost height until he was about 50 feet above the ground level, and in another two or three hundred yards of flight would have landed safely on the aerodrome. I am convinced that the pilot then intended to bring her down near the hangars, which were the last obstacles in his way, and knew that a nose dive was inevitable. It was really the only thing he could do.

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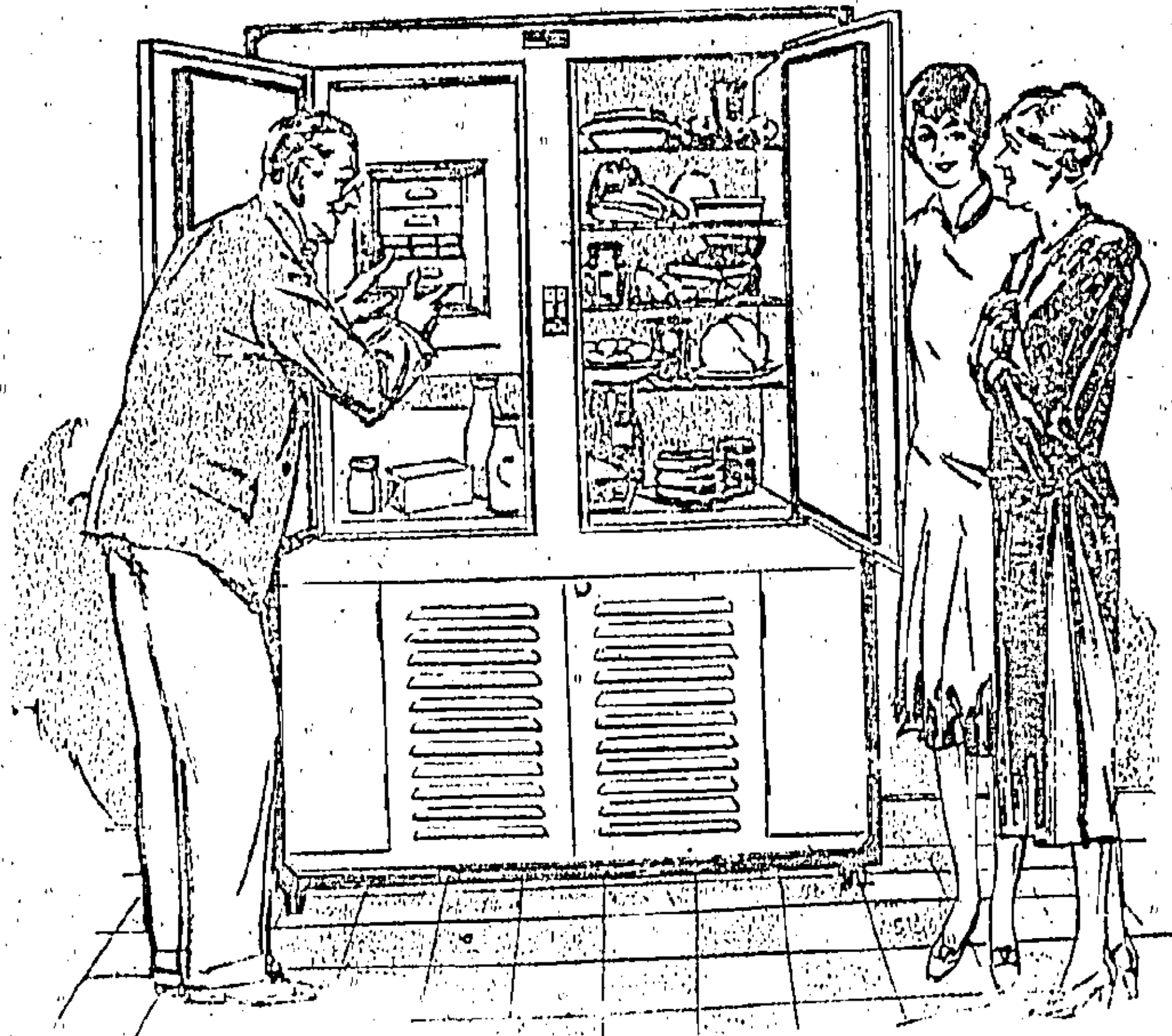
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FOREIGN INTERESTS.

BRITISH MINISTER CONFERS WITH ADMIRAL TYRWHITT.

It is understood that Sir Miles Lampson has been in conference with Admiral Tyrwhitt and Mr. Basil Newton, who has been his personal representative at Hankow, says the N. C. D. News. Mr. Newton was formerly head of the division in the Foreign Office in charge of Chinese affairs and came to this country in connexion with the international conferences held in Peking last year. He recently acted for the Minister at Hankow and addressed a caustic letter to Mr. Eugene Chen upon his retirement from that post.

In Chinese official circles, there is little concern over the fact that Sir Miles and Dr. C. C. Wu have not yet met to discuss outstanding questions between the British and Nanking Governments. It is expected that he would not be ready to enter into such conversations until toward the end of this week. It was also assumed that he would not see any Chinese officials until after he had conferred with the C. I. C. of the British fleet and Mr. Newton, so that he would have first hand information with regard to the situation in the Yangtze.

Chinese organizations have, however, passed the usual resolutions demanding that their officials take up with Sir Miles the following questions: Abrogate unequal treaties in the shortest time; reorganize the Shanghai Municipal Council; remove all barricades; stop the flying of British aeroplanes; abolish unlimited increase of land valuation in Shanghai; abolish the new increases in municipal taxation.

No Political Purpose.

A political correspondent writes:—

Ever since it was first announced that the British Minister, Sir Miles Lampson, K.C.M.G., was coming to Shanghai, hopeful Chinese speculation and pessimistic foreign guess-work have combined to instill into this community a very real fear of new negotiations and fresh surrenders.

No official statement of the Minister's purpose in coming to Shanghai is available, nor is such a statement likely to be forthcoming; but there is such a thing as responsible gossip, as opposed to irresponsible rumour, and happily for our spiritual tranquillity, responsible gossip is soothing.

It is reported from nowhere in particular that there will be no round-about negotiations with any faction, representing any brand of "Nationalism," nor will there be any use of axe-grinding go-betweens. There is a small army of persons here now, who would like to bring the British Minister and Mr. C. C. Wu together in formal conversation so that a rapprochement between Great Britain and Nanking "Nationalism" could be advertised and exploited. Reliable gossip has it that the British Minister will talk with Mr. C. C. Wu in an amiable way whenever the "Nationalist" administration has made satisfactory atonement for the Nanking outrages and has put forward sufficient guarantees against the repetition of such barbarities.

Meanwhile—and it is likely to be a long meanwhile—Sir Miles Lampson's real mission here is to confer in person with Admiral Tyrwhitt and General Duncan on conditions in the Yangtze Valley as they have observed them.

A Pledge to the People.

A foreign observer, returning from the volcanic Wu-Han district, brings the report that adversity, plus high water in the river and the heavy batteries that have steamed up the deepening channel, have had the usual effect upon Red ardour. The attitude towards foreigners in Hankow is tolerant

GIRL KIDNAPPED.

LAWYER EXPOUNDS MEANING OF HARBOURING.

Before Mr. R. E. Lindsell yesterday afternoon, Mr. R. A. C. North, of the Secretariat for Chinese Affairs, prosecuted three women charged in connexion with the kidnapping of a small child. The first defendant was charged with actually kidnapping the child and the other two defendants were charged with harbouring.

Mr. Leo D'Almada a Castro defended the women charged with harbouring.

Mr. North stated that the first defendant was in the habit of visiting the child's mother and on the night of the child's disappearance the woman had paid the house a visit and stayed there till quite a late hour. The mother on finding her child missing reported the matter to the police, who later found the kidnapper in Aberdeen. The woman, however, had in the meantime sold the child to another woman in Shaokwan and the sum of fifty dollars had been paid. The woman in Shaokwan took the child over to Ua Long to a step-daughter of hers. It was there that the police recovered the child.

Legitimate Sale.

Mr. D'Almada said that the law implied that in order to find a person guilty of harbouring one must find malicious, guilty or criminal intent. In the case of his client a perfectly legitimate sale was made and his clients did not have the least reason or cause to suspect that all was not fair and square. The woman who sold the child was known to his clients and she had said that the poor kidnapped girl was her niece, that the father was on his death-bed and that she was being sold in order to raise enough money for the coffin.

The kidnapped girl then went into the witness box to give evidence and related how the kidnapper enticed her out of her mother's house by offering to give her two cents and also to buy her some cakes. She remembered taking a tram ride and she also remembered being left in the house of her purchaser and later taken by tram to Ua Long. She saw money paid over to the first defendant by the second.

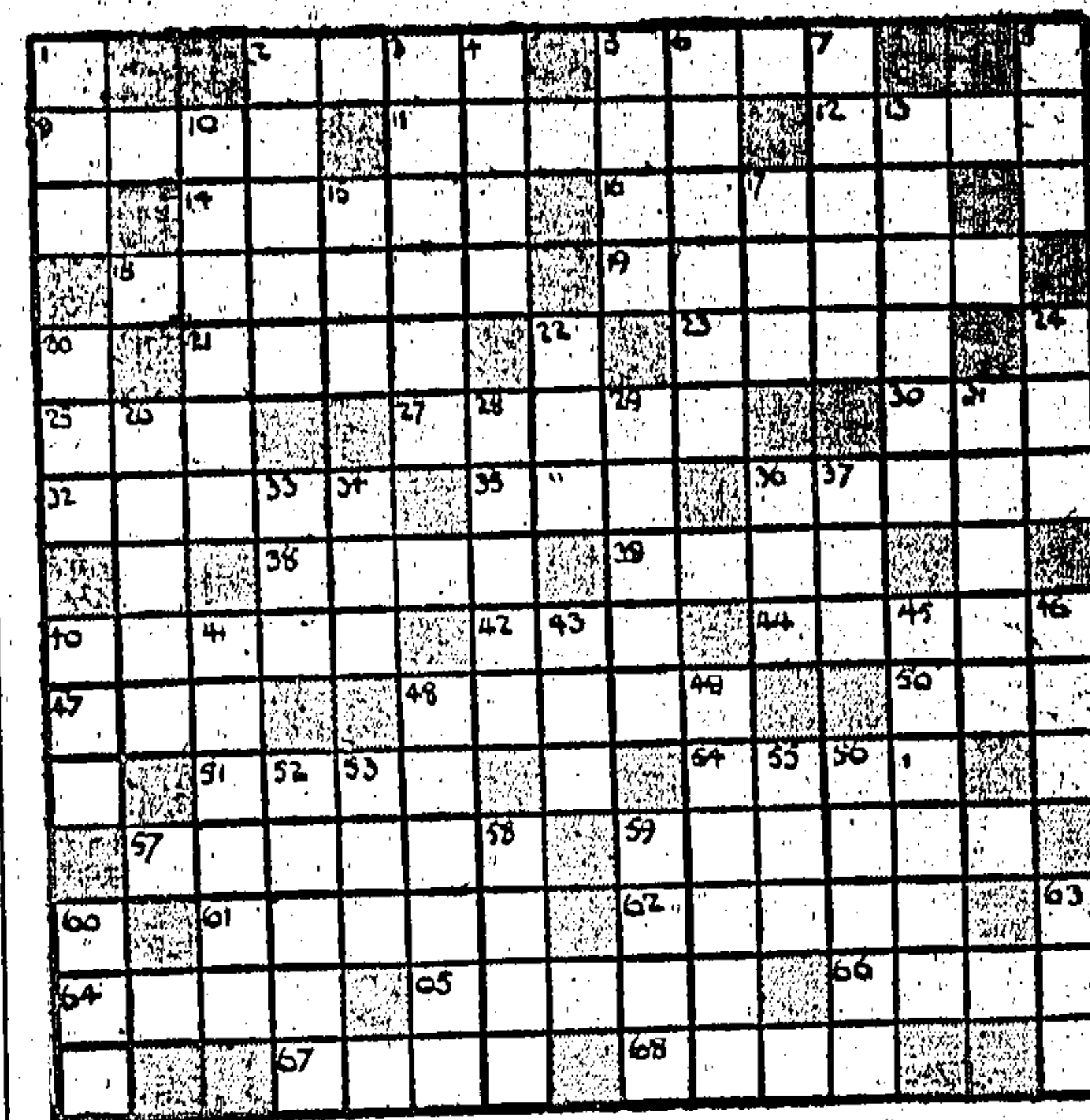
The first defendant was sentenced to three months' hard labour. Addressing the second defendant, his Worship said, "The law here is made to protect children, and if any unknown woman brings a child in, such as this child, your duty is to try and make full investigations into the matter before purchasing her. You are fined \$50. You are being fined for not making proper investigations and I am prepared to believe that you had no criminal intent."

The third woman, who proved to have had nothing to do with either harbouring or kidnapping the child in a criminal sense, was discharged.

almost to the point of courtesy, while in Wuchang posters are everywhere to be seen exhorting the public not to overdo the task of putting the foreigner in his place.

The populace is reminded that foreign problems are difficult and foreign relations tense. No provocation to trouble will therefore be helpful to the governmental organ of the proletariat. Coolies and others are not to quarrel with foreigners about wages and fares, lest disputes arise which may attract foreign official attention. If the proletariat will contain itself in patience, the Revolutionary Government gives its pledge that when the river falls in the Autumn and the big ships are, perforce, withdrawn, the offensive outlanders will be dealt with in such fashion as will be ungent and balm to the souls of the people.

OUR CROSSWORD PUZZLE.



Across.

- 2 Female horse.
- 5 Excursion on water.
- 9 Stem of rattan.
- 11 Courts of itinerant justices.
- 12 Sailors call.
- 14 Make reparation.
- 16 Third part of an ode.
- 18 Commence.
- 19 Straight.
- 21 One the lee side.
- 23 That which is paid for rooms.
- 25 Moved quickly.
- 27 Rank.
- 30 Aged.
- 32 Go in.
- 35 Meadow.
- 36 Shaved.
- 38 Planting structure.
- 39 Allurement.
- 40 Dogma.
- 42 Before.
- 44 Excite.
- 46 Exist.
- 48 Honestly.
- 50 Novel.
- 51 Free from water.
- 54 Point of the compass.
- 57 Dome.
- 59 Sweet smelling resins.
- 61 Compare.
- 62 Questioner.
- 64 Vegetable (plur.).
- 65 Finger.
- 66 Soft heavy metal.
- 67 Pull.
- 68 Stringed instrument.

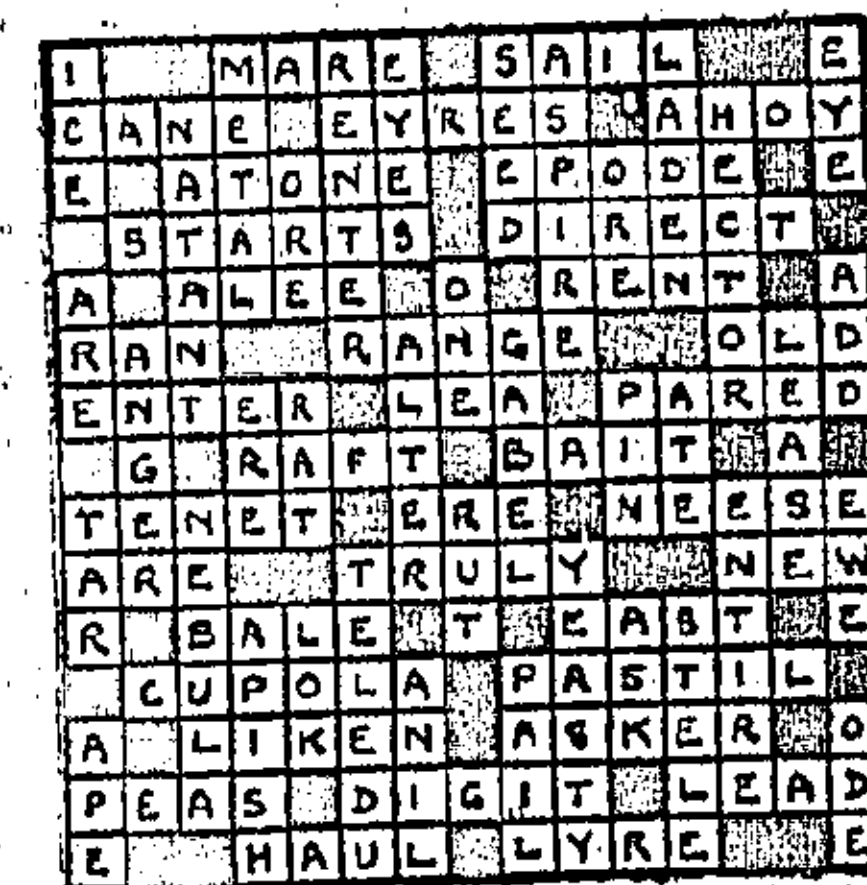
Down.

- 1 Congealed water.
- 2 Broken stone.
- 3 One who rents.
- 4 Organs of vision.
- 5 Progeny.
- 6 To be ambitious.
- 7 Burdened.
- 8 Part of the face.
- 9 Swimming.
- 10 Bully.
- 11 Contains metal.
- 12 Mineral consisting of metal and

some other substance.

- 20 Exist.
- 22 Single.
- 24 Subjoin.
- 25 Wrath.
- 28 Change.
- 29 Continental excise duty.
- 31 Letting of lands.
- 32 Before.
- 34 Rodent.
- 36 Peg.
- 37 Consumed.
- 40 Used for road mending.
- 41 Celestial object resembling a cloud.
- 43 Track of a wheel.
- 45 Whole.
- 46 Female sheep.
- 48 Javanese carnivorous animal.
- 49 Like yeast.
- 52 Behave like an ape.
- 53 Evil deity (Myth).
- 55 Inquire.
- 56 Sepulchral slab.
- 58 Shrub from which Indigo is made.
- 59 Used for carrying liquids.
- 60 Tailless monkey.
- 63 Short poem.

Yesterday's Puzzle.



THE FLOODS.

WEST RIVER FALLS AND RISES.

Canton, May 26. The Police Commissioner of Canton has ordered the stations to pay special attention to the flood.

Owing to the swiftness of the river, due to the flood conditions, the Bureau of Navigation of Kwangtung has issued a notification prohibiting junks and river steamers overloading. The running of the ferry boats between the Bund and Honan in Canton is also strictly regulated.

The West river which went down considerably during the 22nd and 23rd has again risen since the 24th according to reports from Samshui received yesterday.

KOWLOON CONCERT.

OPEN AIR FUNCTION AT CRICKET CLUB.

The concert which was to have taken place at the Kowloon Cricket Club on the evening of Empire day and had to be postponed on account of the wet weather, will be held to-night and promises to be a great success.

RUSSIA MOBILISES.

"LITTLE MORE THAN A THREAT."

Tokyo, May 27. Several vernacular papers carry special articles from correspondents at Harbin reporting the issuance of orders of national mobilisation of Soviet troops in the shortest possible time to be disposed chiefly along the Far Eastern frontiers and Khorostadt.

This alleged action is interpreted as a preliminary to Anglo-Soviet hostilities, though the British Consul at Harbin is quoted as declaring the Soviet's action meant "little more than threat."—Reuter.

Liberals Vote for Government.

London, May 27. Fourteen out of 39 Liberals voted for the Government at last night's censure motion. Mr. Lloyd George abstained.—Reuter.

The full Band of the 2nd Battalion King's Own Scottish Borderers will be in attendance.

Excellent arrangements have been made for the comfort and convenience of those attending, and a thoroughly enjoyable evening is assured. The cause is a good one, the funds going towards providing Hospital comforts for the troops.

PORTUGUESE GIFT.

A SANCTUARY LAMP FOR PORTUGAL.

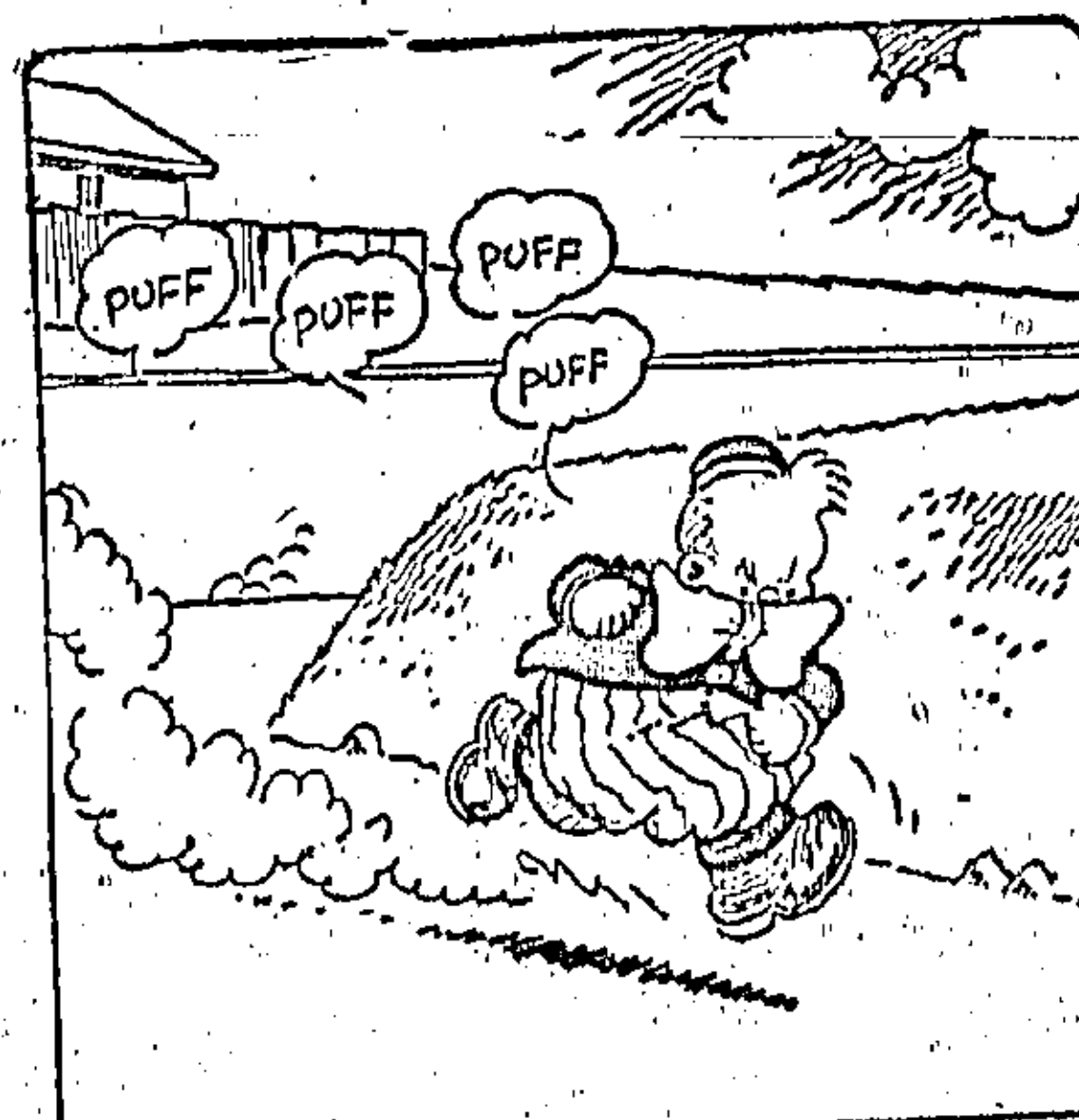
The Catholic monthly, *Religiao e Patria*, founded in May 1914, entered this month on the fourteenth year of its existence and, despite the many difficulties which it had to contend with, has been able not only to maintain publication but to increase its sphere of usefulness.

On this commemorative anniversary it is proposed to open a subscription among the Portuguese community of the Far East to offer a gift to Our Lady who appeared at Fatima, Portugal, probably in the form of a sanctuary lamp to be placed at the great basilica which will shortly be erected there.

The subscription is intended for members of the Portuguese community, but Catholics of other nationalities may contribute if they desire. The permission of His Lordship, Bishop Valtorta, has been obtained and he has expressed his desire to take part.

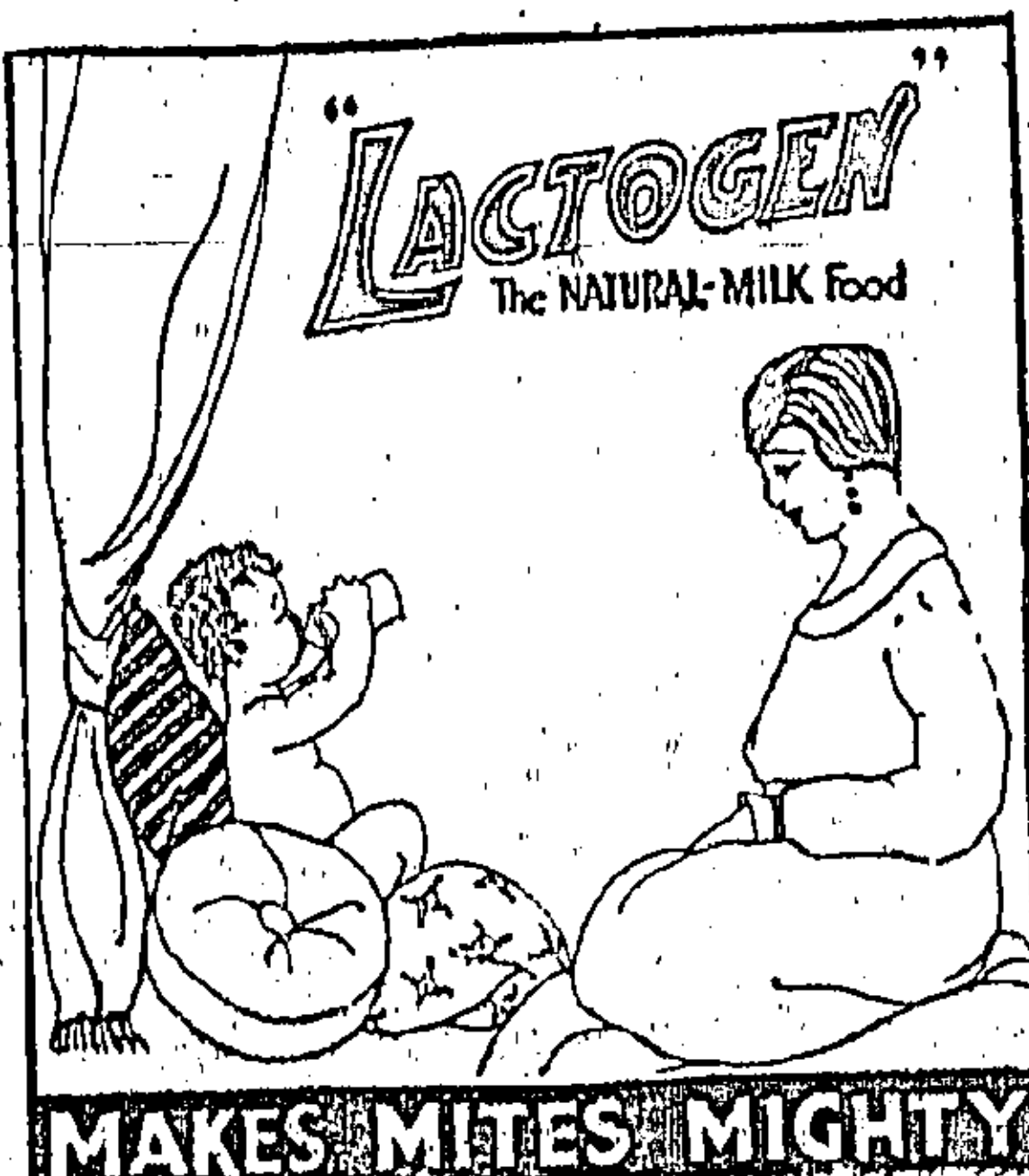
Over fifty years ago, the inhabitants of Macao presented a lamp which is placed in a prominent position in the Basilica of Rosary with innumerable lamps from other nations. The present subscription, however, is a general one for all members of the Portuguese community in the Far East.

FRECKLES AND HIS FRIENDS



Self-Defense!

By Blosser



MASSAGE HALL

MRS. S. UZUNOYE

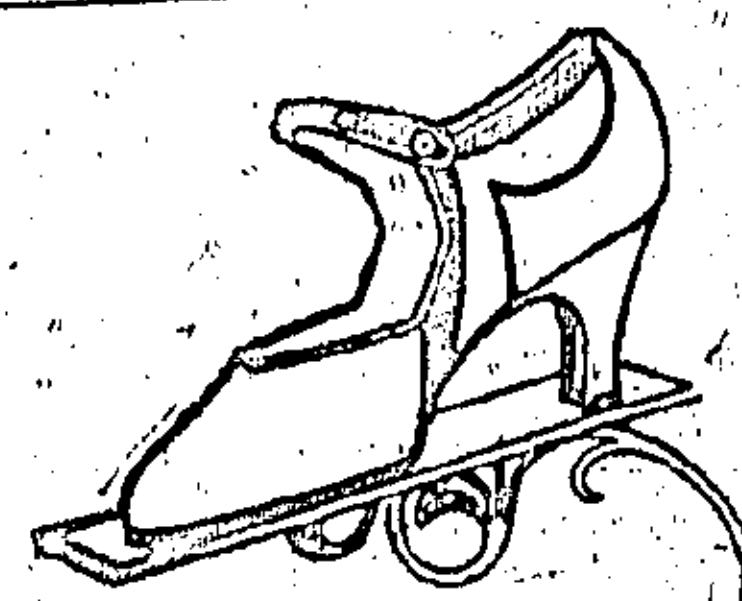
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GUARANTEED ABSOLUTELY PURE.

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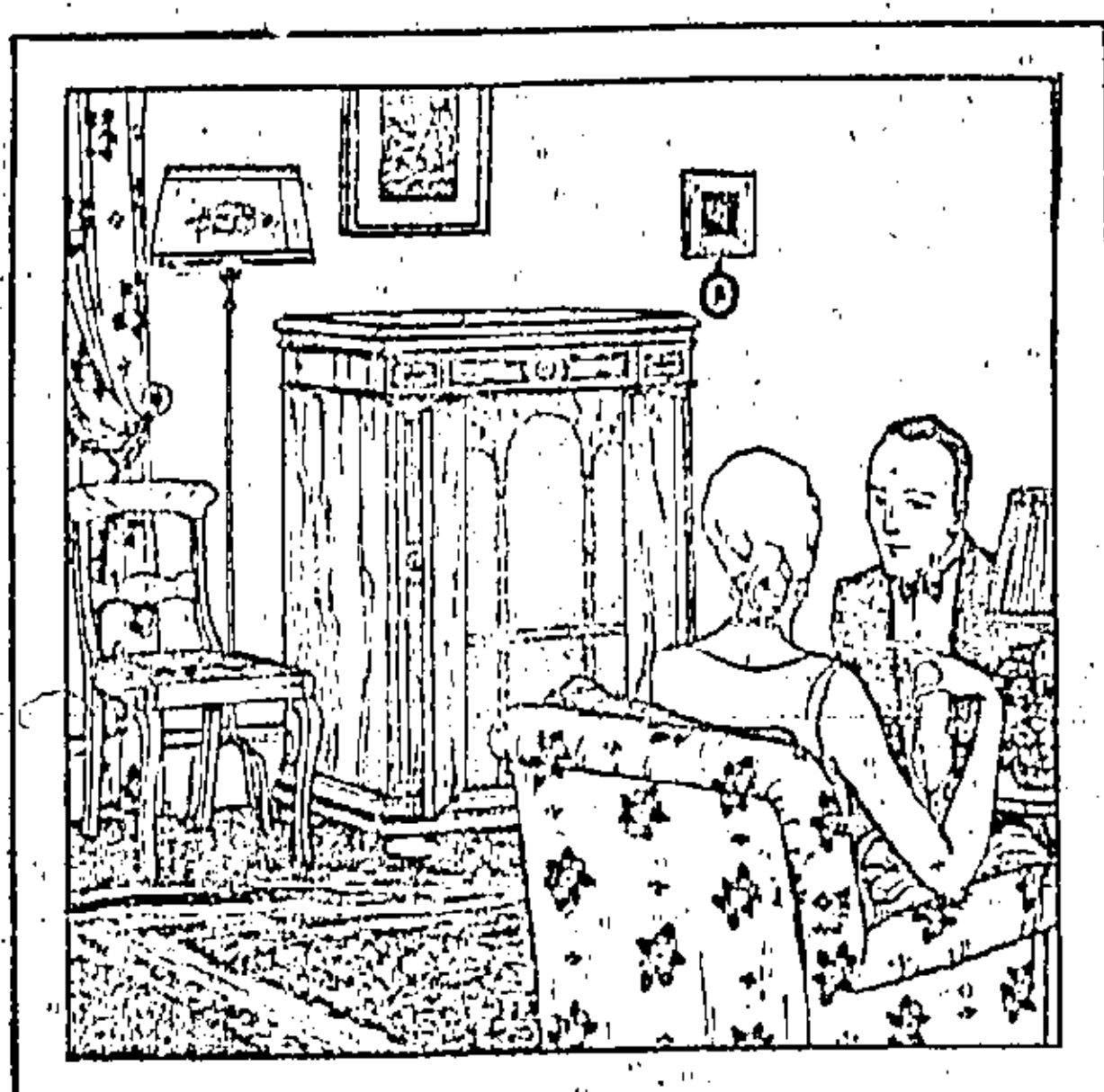
RASPBERRYADE—Is prepared with the juice of raspberries grown in England and Tasmania.

FORMAZONE—THE NON-ALCOHOLIC CHAMPAGNE. It possesses the characteristic stimulating and refreshing qualities of Champagne and has a delicious flavour.

STONE GINGER BEER—The only genuine Brewed Ginger Beer in the East. Prepared by a special process of fermentation which gives it the distinctive flavour which is so pleasing to the palate.

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EVERSHARP
THE
LATEST
TYPES
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PENCILS
JUST
ARRIVED
IN
SILVER PLATE
SILVER
ROLLED GOLD
GOLD
AND
ROLLED GREEN
GOLD



Always sharp—never sharpened—and enough lead for a quarter million words.

With an Eversharp, you are never without lead, never without a point for what you write.

Built with jeweler precision throughout—as much a mechanical wonder as a marvelous writing aid.

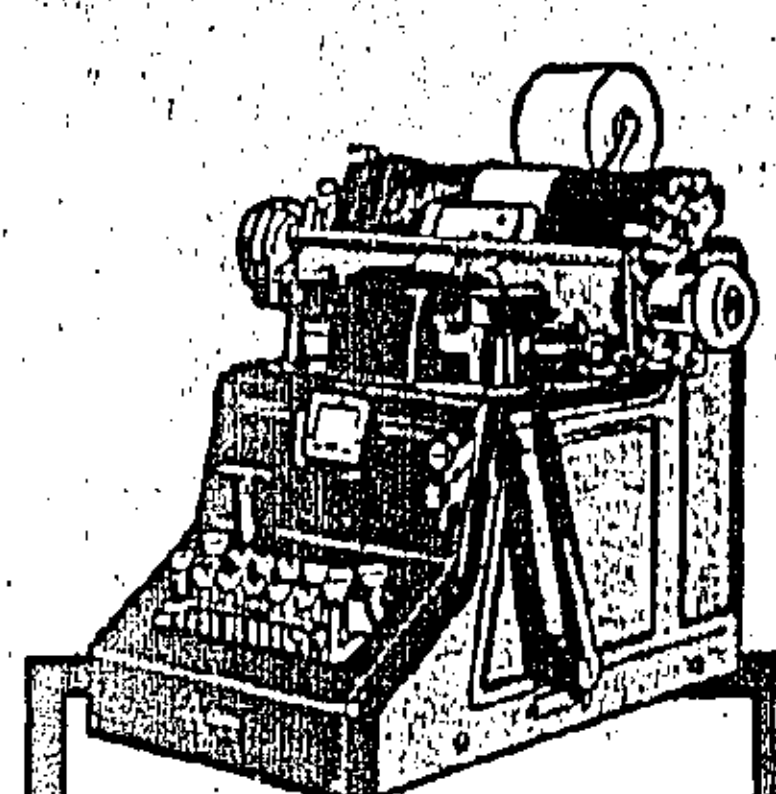
EVERSHARP
The name is on the pencil

Made in regular vest-pocket size, or for chain, or lady's hand-bag.

A quarter at long intervals replenishes lead supply—enough for another quarter million words. Leads come in various degrees of hardness.

See the Eversharp and learn what a perfect writing wonder it is.

LANE, CRAWFORD LTD.



HAVE FIGURE FACTS ALWAYS READY

The standardized ten key New Dalton Super Model is so simple, so easily operated, so durable and speedy, that it will immediately reduce your overhead. Call, write or 'Phone C. 1186. Demonstration or full particulars—No obligation.

MUSTARD & CO., LTD.

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Alexandra Buildings,
Des Vaux Road Central.

Dalton

BIRTH.

GRIEVE (Nee Connie Hansen).—On the 27th May, at Narracorte, South Australia, to Mr. and Mrs. Aitchison Grieve, a daughter.

The
Hongkong Telegraph.

SATURDAY, MAY 28, 1927.

A PROSCRIBED UNION.

The action of the Hongkong Government in proscribing the notorious local branch of the Chinese Seamen's Union, reported elsewhere in this issue, is sure to meet with the commendation of all who desire to see the elimination from the Colony of every source of anarchy and sedition. The Union has gone for ever, and its demise will be acclaimed. Its subversive activities have been apparent for some considerable time, and as an organisation which had adopted a programme aimed at the illegal coercion of its members, the spread of Communism of the worst form, and generally the undermining of orderly conditions in this British Colony, it could no longer be tolerated. On the occasion of the coup at Canton on Good Friday last, this Union was among the "Red" organisations which came under the ban of the "moderates," and, leaderless (for its prime movers have fled for their lives), it has sought reorganisation, but without success. Canton's present regime, no doubt, will welcome the Hongkong action, for it removes from quite nearby a body of malcontents that threatened always to breed sedition against all with whom it did not agree. We know that the Hongkong Chinese for the most part have long viewed this Seamen's Union with the greatest enmity. Its own members have in the majority been intimidated into following its decrees, desiring nothing more themselves than the opportunity peacefully to carry on their avocations, and thereby earn a livelihood for themselves and their families. Yet they have from time to time been jockeyed into strikes and threats of strikes, beginning with the big affair of 1922, when the Union was temporarily—and it is to be regretted not then permanently—removed from the list of authorised societies. It was a big factor in the boycott and strike of June, 1925, and later, when that had been settled, attempted further aggression against local peace and good order.

It tried to organise a general walk-out among Chinese labour at Chinese New Year, last year; in December it temporarily boycotted the Steamboat Company, last March it boycotted the Douglas Company, and it made an effort to bring about another big strike, here, at the beginning of this spring. In fact, the Seamen's Union was a constant thorn in the side of the local administration, working always against constituted authority. If there were any doubts as to its aims, these must have been removed recently, when it had the temerity to issue a circular in Hongkong declaring that it was opposed to the present Canton authorities, and had its "spiritual home" in Hankow, or words to that effect. Its passing removes a blot from the South China landscape.

One must not confuse this proscribed union, definitely a Bolshevik organisation, with the other union of seamen which exists in Hongkong, and is a peaceful body having the legitimate object of advancement of its interests by constitutional means. The body that has been done away with was, in effect, an undesirable society, and the action taken by the Hongkong Government is authorised under the Societies Ordinance, whereby any specifically seditious organisation is liable to immediate proscription. It is a power that was conferred many years ago, and exists in the statute books of all the Crown Colonies. Under its provisions, the notorious Triad societies have been subdued, and are still proceeding against whenever they rear their heads. So far as the members of the now defunct Chinese Seamen's Union are concerned, they no doubt will be better off with the elimination of the axe-grinding agitators who had obtained control of their affairs. It is to be hoped that the men will reorganise their union from within, forming a new body of unquestionable bona fides, which would be welcomed by employers generally in place of the band of intimidators who have previously held sway. There is nothing to prevent the organisation of bodies of local workmen for legitimate purposes of bettering their living and labouring conditions; but societies of the nature of the late Seamen's Union call for immediate destruction.

Naval Limitation.

During the past two days there have been announcements by Great Britain and New Zealand regarding the personnel of their delegations to the Three-Power Conference which is to be held at Geneva next month between Britain, America and Japan on the subject of naval limitation—reminders that the great task of cutting down competitive armaments is still proceeding. Whether this Three-Power Conference will be able to achieve much or little, there can surely be nothing but good emanate. The Preparatory Commission on Disarmament recently concluded its session, having prepared a preliminary draft of the convention, and has provisionally fixed November 1st for its next sitting. This interval before the second reading of the draft will not be too long, if it is used by the respective Governments for a genuine attempt to find a way round the points on which no agreement has yet been reached. It is no matter for surprise that several important questions are still outstanding. The nearer the Commission gets to the production of a practicable draft, the keener the Governments will become on safeguarding what they regard as their special interests. What is remarkable, is the number of instances in which reservations and objections have already been withdrawn, for the sake of progress. Only the other day, Japan gave a fine example by withdrawing altogether her objection to the inclusion of aircraft carried in ships among the categories to be limited, and withdrawing, subject to certain technical provisions, her objection to the limitation of naval personnel. The work of the Commission has shown clearly that limitation of armaments is a practical proposition, and that the differing points of view of the technical experts are capable of reconciliation or compromise. It is for public opinion in all countries to insist that the prospects of an effective convention shall not be wrecked by any obstinacy in haggling over the problems still unsolved.

DAY BY DAY.

NEVER DID ANY SOUL DO GOOD BUT IT CAME READIER TO DO THE SAME AGAIN, WITH MORE ENJOYMENT.—*Shaftebury.*

One Chinese case of enteric fever is reported during the 24 hours ended May 27.

Mr. E. Ralphs, Inspector of English Schools, has reported to the Police that someone stole an electric fan from his office desk yesterday.

Tenders are being called for the construction of a new Hospital at Victoria Gaol. The work consists of demolishing certain buildings, and erecting a new hospital.

H. E. the Governor has appointed Mr. Benjamin Wylie to be a Member of the Board of Education, vice the Rev. George Reginald Lindsay, resigned, with effect from 20th May, 1927.

H. E. the Governor has appointed the officer who, from time to time, for the time being is performing the duties of Harbour Master, to be the Registrar of British Ships for the purpose of section 4 of the Merchant Shipping Act, 1894.

Thieves gained entrance to the Shui Heung Yuen Godown, Elston Street, Yau-mat, between one and six o'clock yesterday morning, and got away with bales of dark tarpaulin worth \$1,200. They entered by means of a side door, which was shut but not locked.

A Chinese living at No. 1 Ying Fai Street reports to the Police that he handed the sum of \$280 to a folk with instructions to take it to the Colonial Treasury for payment of rent. The folk has disappeared, and enquiries have elicited the fact that the money was not paid.

The Public Works Department is calling for tenders for the construction of a reinforced concrete and brickwork Administration House, eight reinforced concrete rapid gravity Filter Beds and two reinforced concrete Bridges in connexion with the Shing Mun Valley Water Scheme.

The Health Bulletin of Eastern ports for the week ending May 21, contains the following cases: Plague, Bombay 23, Colombo 3, Rangoon 2; Cholera, Haiphong 157, Calcutta 49, Negapatam 19, Saigon 16, Bangkok 5; Small-pox, Calcutta 61, Bombay 51, Rangoon 17, Canton 10, Karachi 4, Singapore, Bangkok and Dairen 1 each.

It is notified for the information of masters of all vessels that on and after 1st June, 1927, and until further notice, dredging operations will be carried out in the vicinity of Penguin Shoal. Three timber dolphins marked by red flags by day and red fixed lights by night, will be constructed in the navigation channel and will form a danger to navigation. Masters of all vessels are warned to proceed *dead slow* when approaching and passing this area.

Owing to the hoisting of typhoon signals, the scavenging boats did not come alongside the sea wall last night. As a result scavenging coolies were at a loss what to do and one of them was brought before Mr. R. E. Lindell this morning for dumping rubbish into the Harbour. The Magistrate realised the man's difficult position but stated that he had no right under any circumstance to dump into the Harbour. He discharged the man, however, taking into consideration the fact that he had been locked up for the night.

Commenting on the recent pilgrimage to St. John's Island, the *Religio Patria* says that it is not known whether any sacerdotal consecration or first mass ever took place there, but many years ago, at the time of the late Bishop Raimondi, a pilgrimage to St. John's was organized for the first mass of an American priest to be celebrated. The priest, whose name is not known, came from America with the late Bishop when he was a student, being ordained here. A few hours after the steamer left Macao a storm came on, and the trip was not continued. Returning to Macao, the new mass was celebrated in St. Joseph's Church.

TAXI CAB ON FIRE.

A GARDEN ROAD INCIDENT. While taxi cab No. 265 was proceeding down Garden Road yesterday, near the Helena May Institute, fire broke out in the region of the engine.

The driver stopped the vehicle and, seizing some nearby sand, threw it on the flames. The Captain Superintendent of Police, Mr. E. D. C. Wolfe, who happened to be passing, also assisted, and the outbreak was eventually subdued with water which was supplied by the Institute.

ONE OF OUR NEIGHBOURS.

A Trip To French Indo-China.

The voyage from Hongkong to Indo-China can be one of the roughest on earth, and the calm waters and green banks of the Haiphong river then prove a welcome sight to seafaring passengers. But in calm weather the whole trip may only take 44 hours.

The Customs provide many stories of hair-raising experiences, and the nervous traveller may be told that he can expect to see his precious possessions strewn on the ground of the Customs' House, while his boxes are being ransacked for dutiable articles. We have landed four times at this port, however, and have been treated only with invariable kindness and consideration by the officials.

Pneumatic tired rickshas, with springs, wait to carry you to your hotel, along flat, well-made roads, between avenues of beautiful rubber trees, Flame-of-the-Forest, and Tamarind. Another ricksha carries your luggage.

At the hotel you are shown into a large, airy room, where there is running water, electric light and a fan. The charge may be no more than \$2 a day, and \$1.50 for each meal. There are only two meals a day.

The chief hotels are on the wide shopping street. It is quite unnecessary to bring a lot of stuff with you from Hongkong, for everything can be bought here and generally much cheaper than with us. I had forgotten my sun-hat, and so went out to purchase one. I was only charged \$3.40 for a cork helmet, the lightest and most comfortable top I have ever possessed.

I paused at a strawberry and flower stall, where 20 cents made me possessor of a large basket of delicious strawberries, and for another ten cents I was given a good bunch of fragrant and many-coloured carnations. When I got back to my room I took the precaution of dipping the strawberries into boiling water, for cholera is raging in Tonkin. The boiling water was produced on a methylated spirit stove in an aluminium saucepan. The whole compact outfit, all the pieces fitting into one another, was bought at a French hardware store for \$1.75.

If you are feeling homesick in Haiphong, you must make an occasion to change money, and visit one of the two British banks where the English managers and assistants will greet you like an old friend, and put themselves out on your behalf.

For Motorists.

Indo-China is the land for motorists. You can travel for thousands of miles on well-made roads, (there are exceptions). There are a few American and several Italian cars, but not one of British make did I see. The duty is heavy. The favourite French car seems to be the Renault. A friend took us for a drive after dinner in a five-seater car, beautifully upholstered and fitted up, which cost him \$255, including freight and everything. The engine is very powerful, and he can do 50 miles per hour without effort.

If you can't rise to a motor car, call a ricksha, especially one belonging to a French firm, where you are sure of good springs. An evening run by the river, to watch the sunset and see the ocean liners, only costs you 25 cents an hour. We have no rickshas in Hongkong to compare with these, and travelling in them is a real luxury.

Having occasion to visit Hanoi, the capital, I took the afternoon express, and it being a comparatively short journey tried the third class. The return ticket was a little over \$3. It took three and a half hours to get there, and the journey had not a dull moment. The oceans of

rice fields were in vivid green, with villages here and there in large belts of trees.

My fellow passengers were better class Annamese, (the poor travel fourth class), well-to-do Chinese, and Indian merchants. A friendly group of the latter entered into conversation, and informed me in perfect English that they were "Frenchmen from Pondicherry."

The most interesting part of a French colonial train is the fourth class. These are little more than covered trucks. The fares are absurdly low, and the passengers are allowed to take in anything they like, from stacks of merchandise to live pigs.

Stroll By the Lake.

I arrived in Hanoi, and after a wash and rest at my hotel, I set out to see the sights. A ricksha-man soon saw that all I wanted was a pleasure drive, and he took me round. The avenues are finer than those in Haiphong, but the park was pure joy. The sun was setting and the moon rising, and the miniature lakes were a blaze of colour—a sight not easily forgotten.

After dinner a stroll by the central lake, in the centre of the town itself, ended a "perfect day."

The Chinese merchants are the commercial backbone of Indo-China. A great deal of the wealth is in their hands. A man can accumulate a fortune here without the ever-present dread of grasping Chinese officials or devastating labour unions.

The Cantonese here hold the French in much greater respect than they do us in Hongkong and Singapore. The strictness of the authorities, and the constant reminder on the passport that they are visitors, has a very calming effect. Boycotts, such as the tramcar boycott in Singapore, and a similar attempt in Hongkong 15 years ago, would be absolutely unthinkable under the French. Knowing that the French will not tolerate any nonsense, not even for an hour, breeds respect for them, and respect makes for some sort of liking. Kindness only breeds contempt, and there is anything but contempt here for the ruling power.

Refugees have been pouring into Haiphong from Yunnan and other Chinese provinces. At one time, to make it easy for foreign ladies to leave, the French gave them free passes on the railway. You have only to breathe the word "refugee," and the French authorities will extend very practical sympathy and help, whatever your nationality may be.

A few of these poor refugees had heart-rending stories to tell of attacks by brigands on the way. A lady was pointed out to me at the hotel, whose child had been killed in her arms by a bullet.

Many people were quite safe where they were, for in some cities the natives were perfectly friendly, and the local officials ready to do anything on behalf of the foreigners. Their leaving by Consular orders, under these circumstances, made a painful impression on their Chinese friends. The refugees who had to leave their inland homes in such a desperate hurry, are still wondering what the inside information could have been that made their exit so imperative. They also wonder what their reception will be like when they eventually return to their stations.

I wish I could write more about our little-known neighbour, its glorious waterways, its mountain settlements, its forests and big game, the strange races and relics of old times, and ancient civilisations.

CORRESPONDENCE.

BATHING FACILITIES.

[To the Editor, Hongkong Telegraph.]

Sir,—The announcement published in the *Telegraph* this evening, regarding the Government's intention of erecting a public hire-matshed at Repulse Bay, is indeed welcome news.

Having written to you previously complaining of lack of facilities at Repulse Bay, I feel that a brief letter of appreciation and thanks is due, both to the Government for sympathetic action, and to you, Sir, for championing the cause, thus supporting your readers' letters.—Yours, etc.,

NO LONGER DISTRACTED.
Hongkong, May 27th.

EXCHANGE RATES.

	London, May 27.
Paris	124
New York	4.85 25/32
Brussels	34.96
Geneva	25.25
Amsterdam	12.13 1/4
Milan	89.95
Berlin	20.50
Stockholm	18.15
Copenhagen	18.19
Oslo	18.79
Vienna	34.50
Prague	18.75
Helsingfors	27.64
Lisbon	2.15 3/32
Athens	870
Bucharest	610
Rio	5.27 3/32
Buenos Aires	47.19 3/32
Bombay	1/6.53 3/4
Shanghai	2/7 1/2
Hongkong	2/6 1/2
Yokohama	1/10.27 3/32
Silver (spot)	26 1/2
Silver (forward)	26 1/2

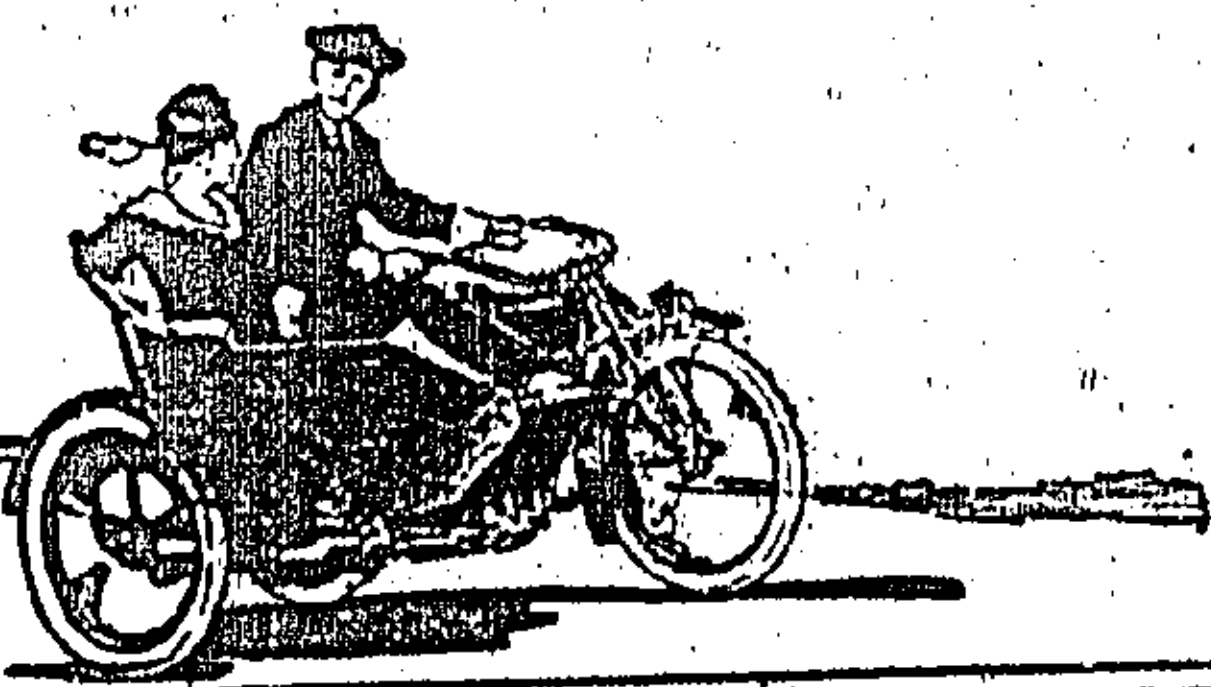
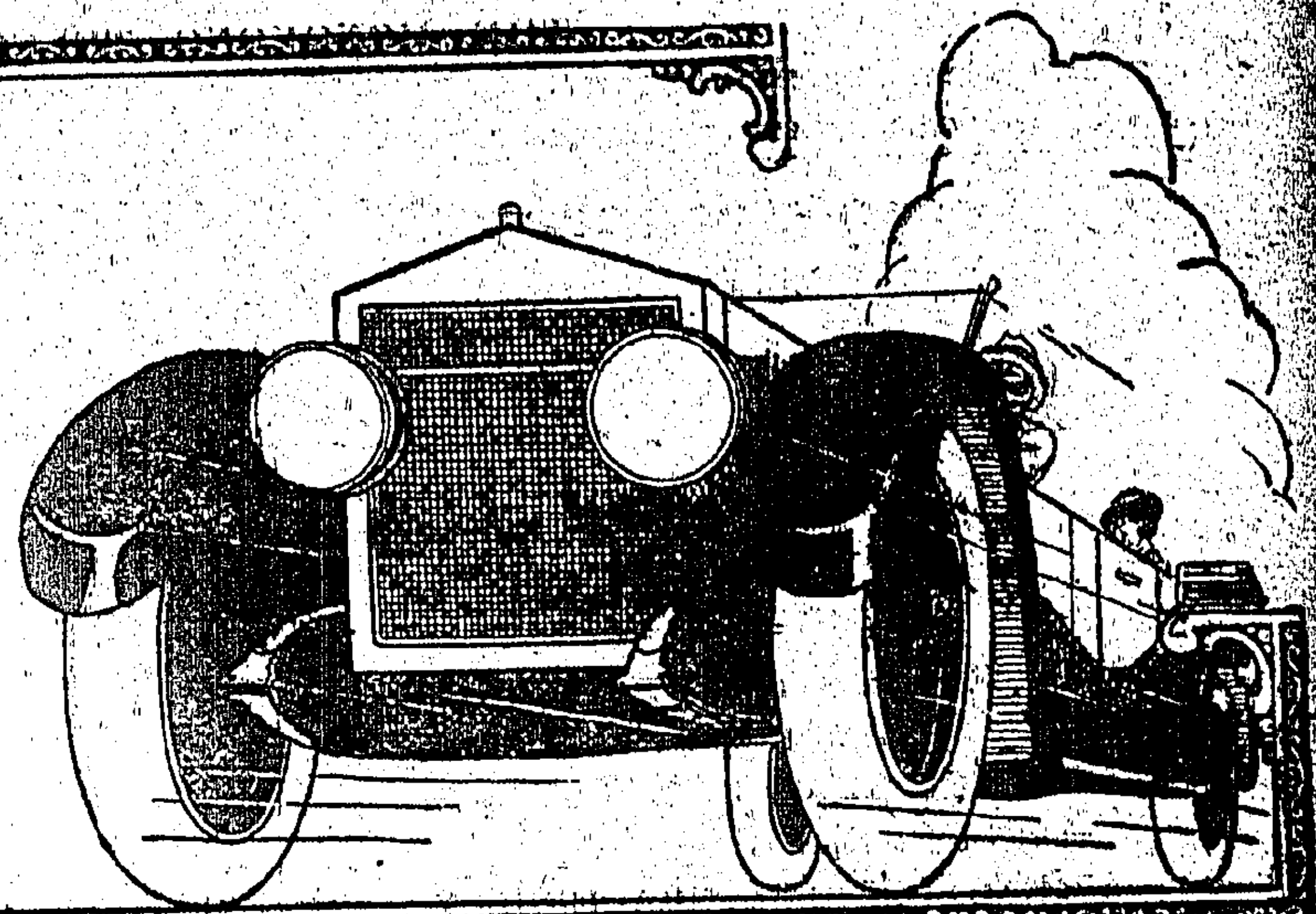
—British Wireless.

Calgary, Alberta.—Production of natural gasoline in the Turner Valley from four wells on separators now amounts to approximately 850 barrels a day. The market price of this product is \$4 per barrel, so that the present output represents \$3,400 a day.

Calgary, Alberta.—A five million dollar company, with headquarters at Calgary, has been incorporated as the Elk River Coal and Development Company, Limited. Oil and gas exploration are included with other mining ventures in its articles of incorporation.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY, 28th MAY, 1927.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT



Lady Drivers.

Many local ladies are taking up car driving this year, a fact which provides further testimony to the growing number of owner-driven cars in the Colony. In most cases, the fair sex favour the light type of car, although at least one lady is occasionally to be seen speeding in a 40 h.p. machine. It is really surprising that motoring is not more popular among ladies, because there is nothing intricate about the modern car, and furthermore, driving is quite an exhilarating pastime. The handy little Austin Sevens come in for a large share of popularity, and deservedly so, in view of their simplicity, economy and reliability. The Morris car is another feminine fancy, while the new Erskine has already created a wide appeal.

Motor Cycles.

Very few ladies take up motor cycling, although these two-wheel mounts are capable of providing much pleasure. The new Francis-Barnett is especially suitable for lady riders, being extremely light, and yet sufficiently powered to attain high speed if desired. We hear of one lady who has already purchased one of these excellent little mounts.

Garages.

We make no apology for again referring to the paucity of garage accommodation in Hongkong. Whenever reference is made to the increase in the number of motor vehicles here, the vexed question of garages always crops up. This week we were requested by two motorists to "keep on plugging away at the garage question" although the seeming lack of interest by the Authorities is, to say the least of it, disheartening. Sooner or later the problem will have to be faced, but the longer it is postponed, the greater will be the outlay involved. Surely it is only natural that residents should expect some assistance in the matter of providing facilities which are common enough elsewhere. The two motorists we mentioned above, complained that their garaging bills amount to an average of \$30.00 per month each. This is obviously a serious hindrance to the development of the motor trade here, because although there are many people who would gladly buy a small car for use during week-ends, their object in incurring a heavy charge in respect to garaging. Public garages should be erected containing lock-up sections which could be rented for about \$10.00 per month. Surely it is not beyond the ability of the P.W.D. to draw up designs for buildings for the purpose.

The White Line.

"The value of the white line is generally acknowledged to be considerable," says a correspondent in *The Times*. Its use has, indeed, reduced a certain type of road risk, and it is an obvious exhortation to do the right thing, and its adoption is rapidly becoming wider throughout the world. Hongkong has adopted the system at several points, and it is gratifying to notice that the majority of drivers obey the silent command to keep to the left of the line. There are yet a number of turnings where this warning system might be employed advantageously.

Water Taxis.

It has been predicted that New York City will make considerable use of water taxis in the future, to transport passengers from lower Manhattan to different sections of Riverside Drive. These water taxis will be motor boats capable of carrying from six to ten passengers. Rates will be comparable to those of a land taxi. The suggestion is of particular interest in Hongkong, where quite a large number of passengers are carried on the harbour daily. At the present time, many motor

boats ply for hire, but the question of rates is most unsatisfactory. A passenger may desire to visit a ship not a quarter of a mile away, but invariably he has to pay a sum quite out of proportion to the running expenses of the motor boat. Waiting time is charged the same as when the boat is under way, which fact makes the general rates decidedly high. The passenger is compelled to keep the motor boat standing by, otherwise he has no means of return to land, other than hailing a passing sampan—and even this is not a certainty. The provision of water taxis would remedy the existing unsatisfactory service, and we are sure that such an innovation would be greatly welcomed.

Trips to Castle Peak.

With the commencement of a motor bus service from Laichikok to Un Loong market in the New Territories, by way of Tsinwan, Castle Peak and Ping Shan, bathers, who are without the means of reaching Castle Peak for a swim will be able to make the journey there during the Summer months, at small expense, and with a large degree of comfort. The new buses, which are being operated by the Chung Mei Company, are of 30 cwt. chassis, and are capable of carrying 12 second class passengers, and four first class. At present a bus will be available for parties or individuals on Saturday and Sunday afternoons, starting from Shanghai Street, Mongkok, Kowloon, and one bus will enter for a party of 16 persons, the return fare for that number being \$22, which includes a stay of two hours before the return trip. The trip to Castle Peak occupies one hour and twenty minutes each way. At present there is only one bus in operation, but if sufficient support is forthcoming two more will be placed in the service as quickly as possible, and a schedule time table maintained. The bus, a Morris, now running, was recently tested when it was found particularly comfortable, and capable of maintaining a reasonable speed. The body was built locally under police supervision and the chassis was purchased from Home.

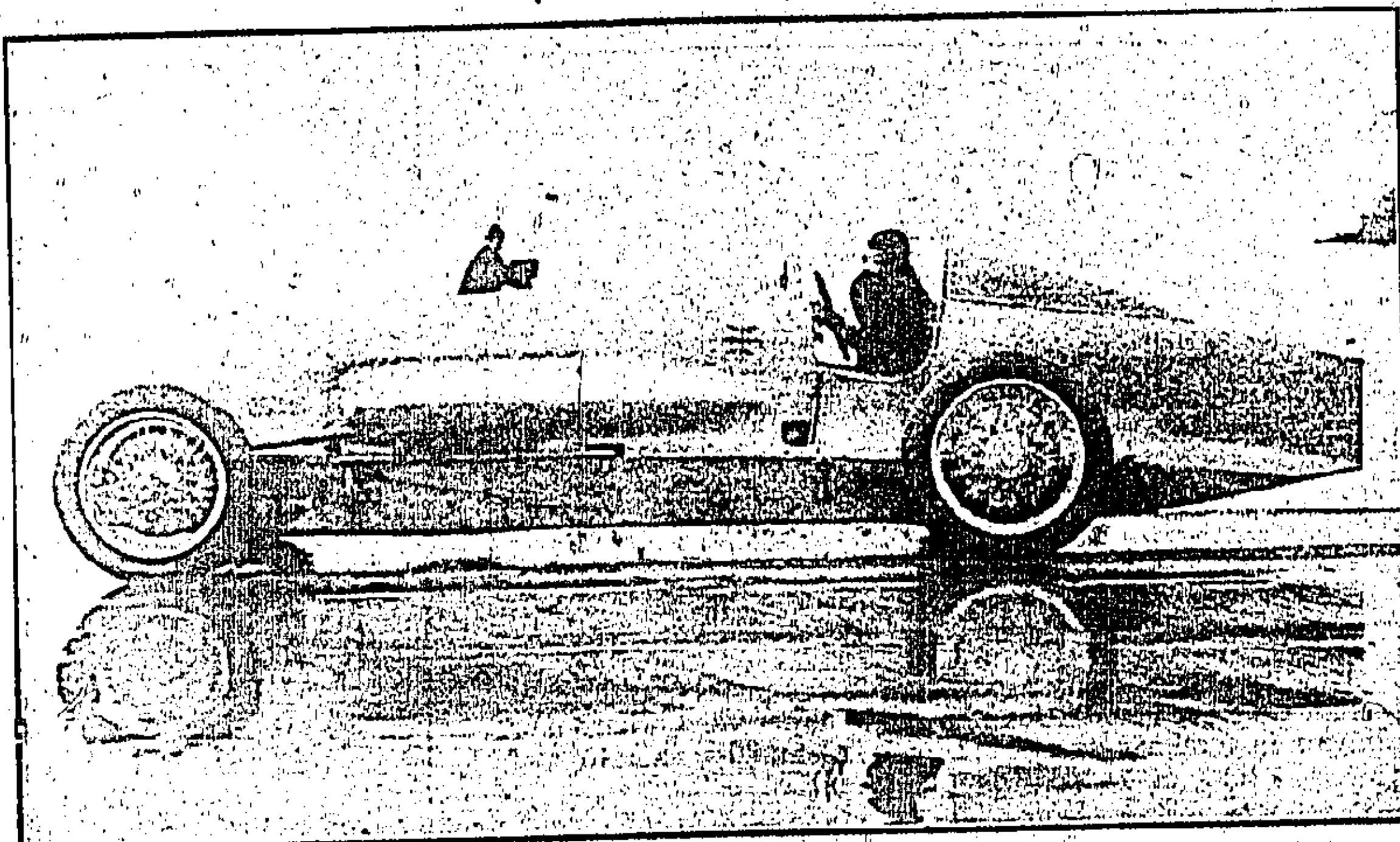
Kowloon Signalling Device.

Motorists on the Peninsula will have noted with satisfaction that a signalling lamp has been erected at the junction of Chatham and Nathan Roads, and the resulting improvement is too obvious to need commendation from us. Formerly the traffic police on duty at this junction were none too alert, especially at night when it was difficult to see their signals. Now, however, one has only to glance at the lamp and be able to tell in a fraction of a second whether the road is clear for the turning of the corner or not. The erection of this signalling device at a spot which has always been recognised as one of a rather dangerous character is a step in the right direction, and gives motorists a feeling of security which is extremely reassuring when driving at night.

Roadside Trees.

Recently in this column we called attention to the fact that the road to Castle Peak is becoming more and more beautified by the rapid growth of the many trees and shrubs which have been planted along it by the Botanical and Forestry Department. When this coastal road was first opened about eight years ago it was, necessarily, very bare and unadorned, but the Forestry Department has been carrying on a constant work of planting and the road to-day is in many parts very beautiful indeed. But we would like again to suggest that on some of the corners—especially out towards Castle Peak—the roadside

NEW BRITISH BID FOR SPEED RECORD.



Captain Malcolm Campbell has definitely decided to go over to Florida, U.S.A., with his 450 h.p. "Bluebird" Napier-Lion engine car before the end of October, to beat, if possible, Major Segrave's 203 miles per hour record.

An attempt would have been made before this, but Capt. Campbell hurt his spine racing at Brooklands, and his doctor has

forbidden him to drive before October.

The "Bluebird" has been almost redesigned since he captured the world's record at Pendine Sands, Wales—a record so handsomely beaten by Major Segrave with his 1,000 h.p. Sunbeam. It is now super-charged and altered in other ways, and instead of its maximum speed being 205 m.p.h. as it was

at Pendine, it is now 215 m.p.h. with a probability of 220 m.p.h.

The 450 h.p. Napier-Lion engine has also been tested to give a brake horse-power of 750. The weight of the car is being reduced, and providing the sands are in good condition, there are strong probabilities that Major Segrave's record will not stand for a year.

SWISS SPEED TRIALS.

Sunbeam Success.

The speed trials in connexion with the annual Swiss Automobile Show, recently held at Geneva, attracted a very large number of entries. Motor-car trials and hill-climbs in Switzerland invariably meet with good support, and the best-known European drivers are generally to be found competing.

The 1927 trials were remarkable for the very high speeds attained, including a new Swiss record of 129.3 m.p.h. in the big car class. In the 3,000 cc. sporting class, the well-known Swiss sportsman, M. Hurlimann, finished first on his 3-litre super-sports Sunbeam. M. Hurlimann has previously made several very fine performances on the same car, notably in the Klausen hill-climb, the outstanding event of the Swiss automobile season.

Trees and shrubs are growing to a height at which they obscure the vision, just at spots where a clear view ahead is most necessary. On this side of the harbour there has been much beneficial work done in cutting back obstructive roadside growth, and we think the B. and F. Department would earn the gratitude of drivers on the other side if they carried out a similar campaign on the Castle Peak Road.

Road Improvement.

Last week-end, motorists going out to the New Territories were pleased to negotiate an entirely new stretch of roadway, from the junction of Nathan Road and Prince Edward Avenue, at Mongkok, to the Taipo Road (past the temporary home of the Diocesan Boys' School)—further evidence that the authorities are slowly continuing the scheme for straightening up the road out to the junction of the Taipo and Laichikok roads. The new straight stretch eliminates two sharp corners and also renders unnecessary the use of the narrow roadway which formerly ran from Yau-mai to the Home for Aged People. It also gives one a good idea of what the completed road scheme will be in this area. It is a pity that the railway track lower down makes negotiating the join-up with the old road a rather tricky bit of driving calling for extra care, but it should not be long before this part of the road is widened and made safer.

THE RIGHT OF THE ROAD.

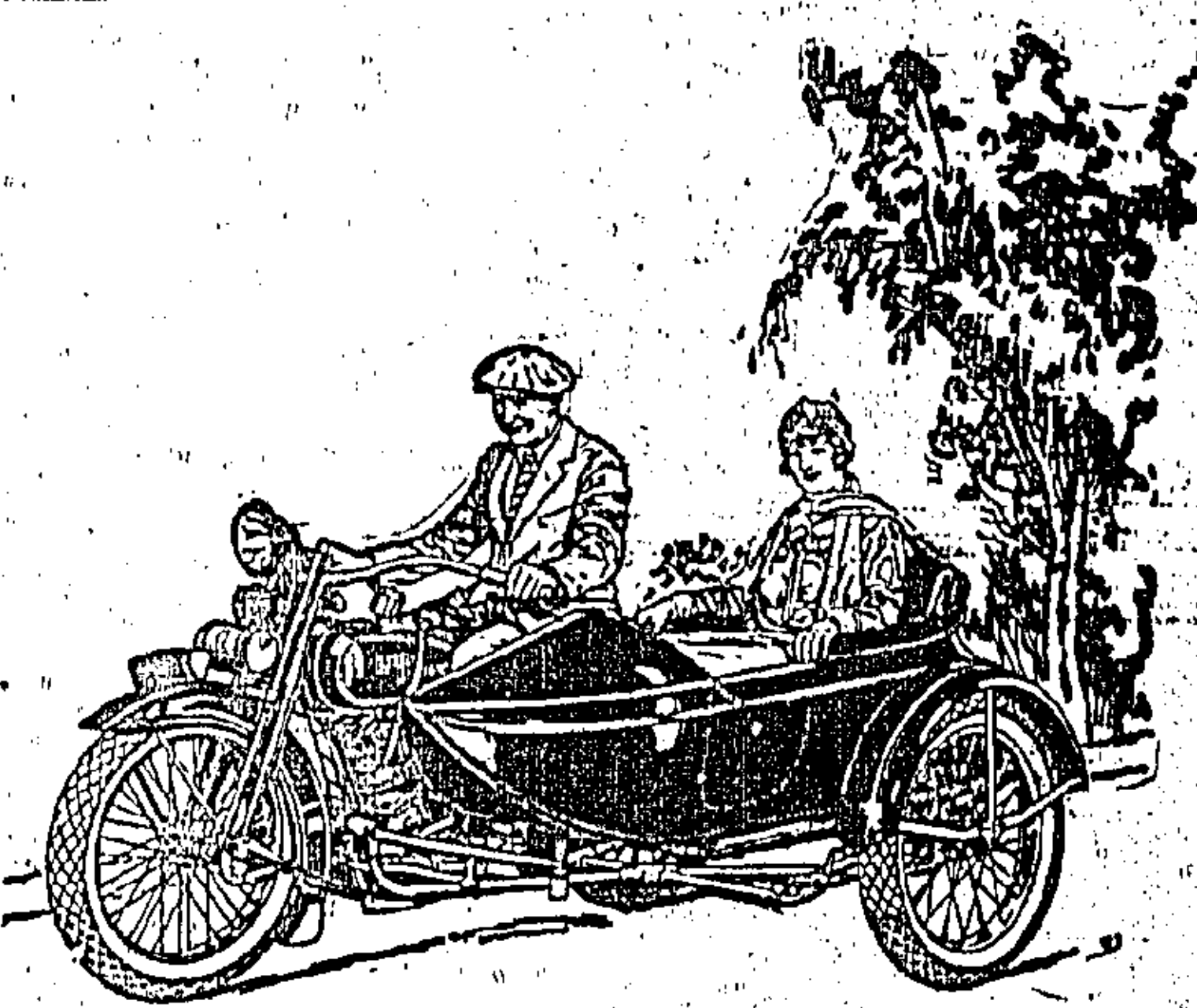
The respective duties of motorists on main roads and motorists on side roads (writes "J. S. L." Edinburgh, in a letter to *The Times*) was recently authoritatively expounded by the First Division of the Court of Session in Scotland in the case of Hutchison v. Leslie, decided on November 25, 1926.

In that case the Lord President (Lord Clyde), who gave the leading judgment, referred to the principle enunciated in previous decisions, that there is a greater duty on the motorist approaching from a side road, and pointed to the mischief that arises from general principles of common sense being mistaken for rigid rules of law.

In the course of his opinion he said this:—"But when it is said

that a 'greater duty' rests on the side-road traffic, all that is meant is that the duty incumbent on the person in charge of a traffic-unit varies according to the degree of risk and difficulty involved in the particular movement or manoeuvre in which he happens to be engaged at the moment. There is more risk involved in entering a main road or street from a side road or street than in pursuing a steady course in the direction of the main road or street; and there is more difficulty involved in interrupting the main stream of traffic by a crossing or turning movement than in following the main stream. The more risky and difficult the movement or manoeuvre the 'greater' the 'duty' incumbent on the driver. In other words, the duty varies in degree—as it must—with the circumstances in which it has to be performed.

"But this is a very different proposition from saying that main-road traffic is in any way absolved from the duty of avoiding collision with traffic from a side road, or that side-road traffic has no claim to consideration from vehicles using the main road."



ANSWER THE CALL OF SPRING— DO IT WITH A HARLEY-DAVIDSON

Get astride a Harley-Davidson motorcycle and let it carry you with the velocity of the wind, if you wish, over winding, shaded roads to the beauty spots of nature.

Know the joy of having in control power that will propel you and your mount over steepest hills without apparent labour, ride slow, ride fast, as you will, as the mood moves you. Travel trails impassable to automobiles; see the out-of-the-way unique spots.

The joy of such sojourns is not limited to the wealthy man only. It is within reach of every man with an income.

Dependable, economical and highly enjoyable transportation can be yours if you own—

A HARLEY-DAVIDSON MOTORCYCLE.

THE GASCON MOTOR CO.,

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REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.



Captain Lindbergh On His New York- Paris Flight Used Mobiloil Exclusively.

The Lindbergh New York to Paris Flight marks another great achievement for flying and for a Mobiloil-lubricated plane.

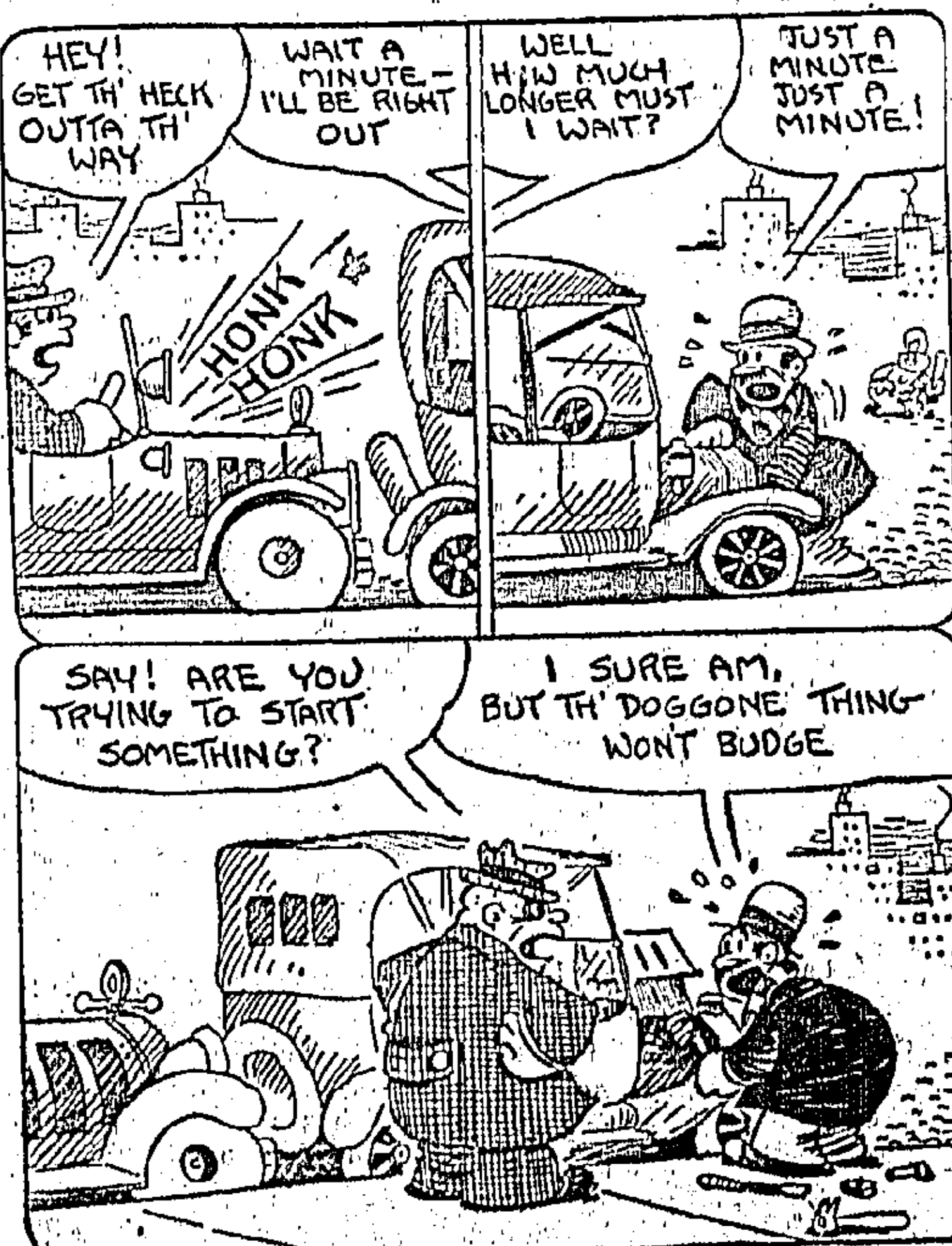
Facing great hazards of winds, fog and ocean, Captain Lindbergh could take no chances with faulty lubrication. He chose Gargoyles Mobiloil "B" as the one oil supremely qualified to meet the demands of his Ryan monoplane.

So, once again, Gargoyles Mobiloil has played a vital part in history-making adventure. Gargoyles Mobiloil lubricated Commander Byrd's flight to the North Pole in 1926. On the Round-the-World Flight in 1924, and in many other flights, Mobiloil has been used exclusively.

And the Mobiloil used in these flights is not a special oil prepared for these feats. It is the same Gargoyles Mobiloil that is on sale by dealers everywhere. The same high qualities that caused Captain Lindbergh to select it, should recommend the use of Gargoyles Mobiloil in your car.



VACUUM OIL COMPANY, HONGKONG.



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1927 MODEL MOTOR CYCLES

INTERNAL EXPANDING HUB BRAKES
on both wheels
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which provides separate feed for front chain
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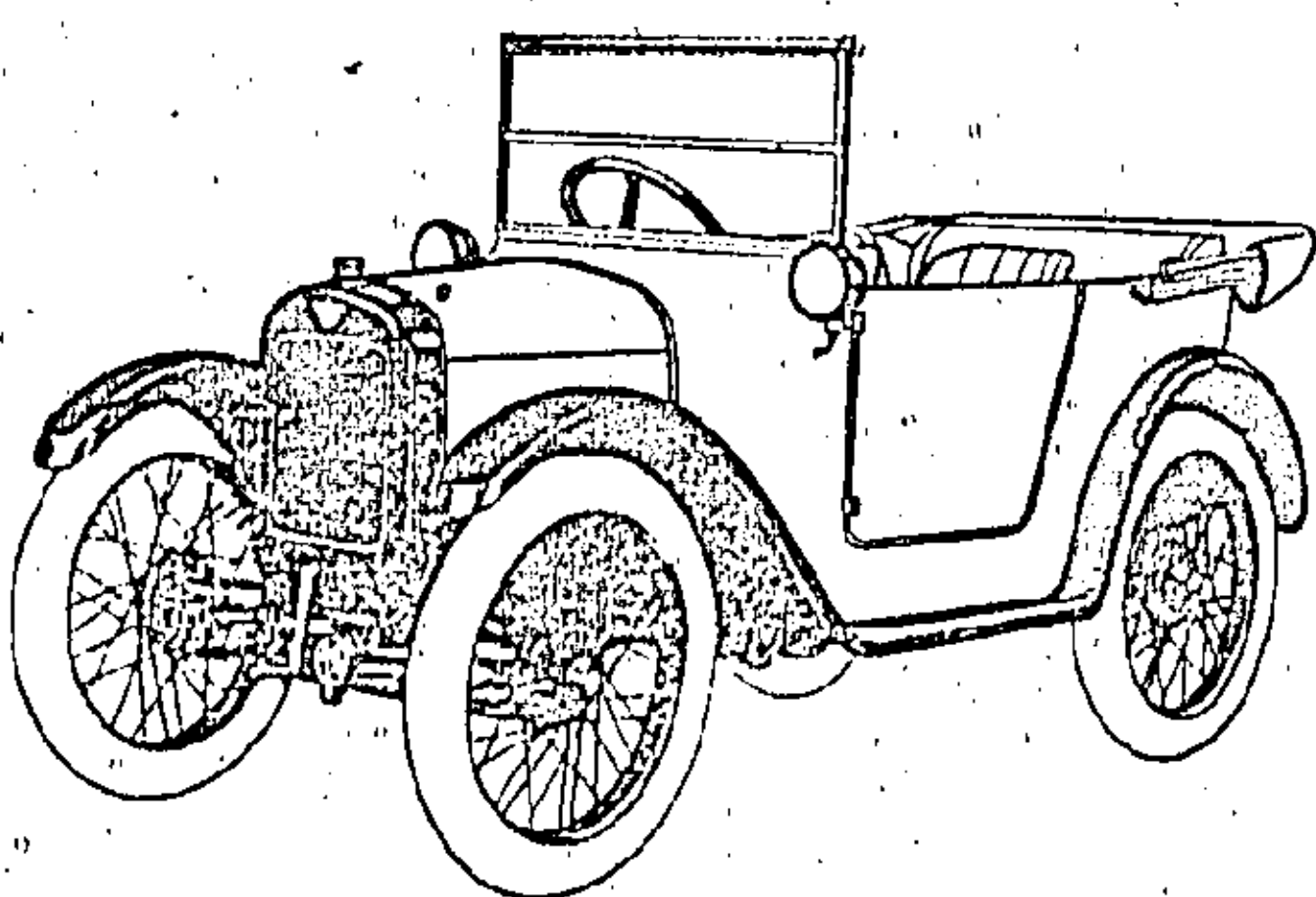
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The Austin 7 is as good as its name, and it has an extra good name.

REMEMBER, A FEW \$s WILL DELIVER TO YOUR
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Balance payable to suit you. Stocks carried.

ALEX. ROSS & Co. (China), Ltd.

New Offices, May 1.—Prince's Building.

2 floor.—Ice House St. Entrance.

ALL-METAL PLANE.

New Type Flying Boat.

The latest type Fokker machine which has been produced, is an all-metal long-distance sea reconnaissance flying boat of the Sesquiplane type.

The great advantage of the duralumin hull is that there is no

loss of efficiency by water seepage as with those of wood construction.

This boat can be used as a military machine with a crew of three, but can very readily be converted into a commercial aeroplane with a comfortable cabin situated in the middle of the hull.

Fitted with one of the famous 450 h.p. Napier aero engines the

machine is capable of a maximum speed of 112 m.p.h. with a useful load-carrying capacity of 2,640 lbs.

This British designed and built Napier engine is becoming increasingly popular in all parts of the world because of its amazingly high performance and extraordinary reliability, which has

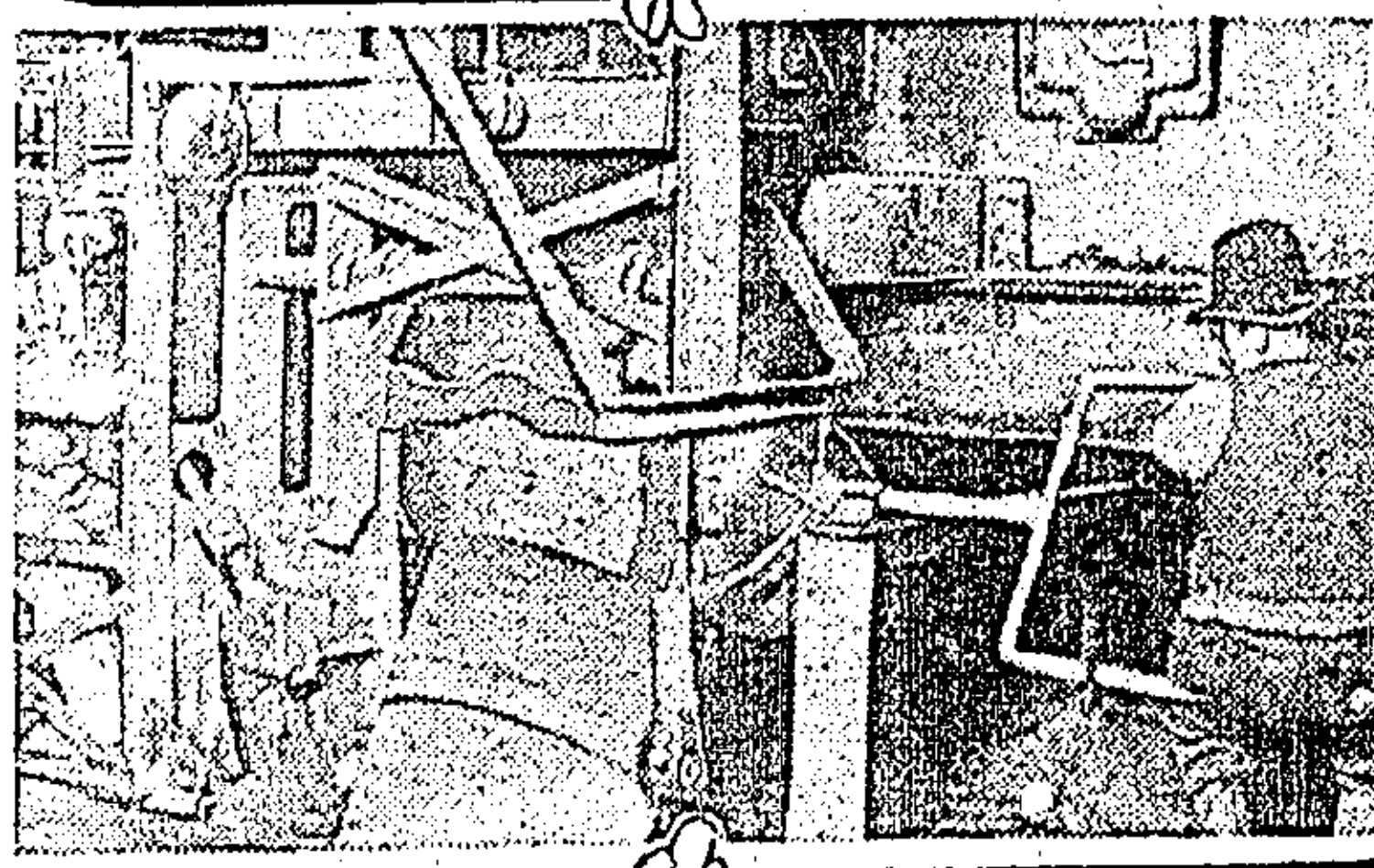
been demonstrated on long distance flights and in actual service—commercial and Air Force.

There is not another engine which has been so consistently tried and developed as the Napier, and the result is that more and more aircraft designers producing machines requiring a high performance specify this engine.

HOW AN AUTOMOBILE IS MADE.

Faultless Machine Methods.

[By Israel Klein for the Hongkong Telegraph.]



Quality and quantity production in the modern auto plant include an experimental foundry, as in upper view, where new alloys and methods are tested, and the massive handling of tons of red-hot metal, as shown below.

From the beginning, quantity production takes hold of the automobile industry.

Practically every automobile plant to-day, no matter how costly or how fine the product, has its chain and roller conveyors, improved machinery that replaces gangs of men and systematized methods that save time and labour.

Quality, however, is not sacrificed. In fact it is assured through faultless machine methods and greater precision instruments. Every step in the process of manufacture is checked up and tested, after which an entire assembly is tried out and checked again.

To insure this quality, however, one step in the manufacturing process has to be so precise as to forego the advantages of quantity production. That is in the design of parts and the making of patterns. Design covers every single part of the machine, down to the last nut and bolt. For this purpose the automobile shop has a large room where a score or more of mechanical engineers constantly work on plans and the improvement of their design.

"Drop Forgings" First.

With blue prints, of approval plans made, those requiring forging of parts, such as the crank-shafts, the camshafts, connecting rods and axles, go down to the forge shop. Here these parts are pounded out of bars of red-hot steel—the kind that's strong, tough and not brittle—by an electric drop hammer. Only the rough shape is attained, for machines later mill these parts down to the proper measurements.

Other plans go to the pattern-making department for the casting operations on crankcases, engine blocks and other parts.

Wood patterns aren't used in modern foundry practice, for they wouldn't last long under the stress of quantity production and constant use. So moulds are made from them and aluminum patterns are cast. These may be used time on end, or until a change is made in the design.

In the foundry modern efficiency and systematic methods begin. But the very first step consists of a highly important test on which depends the success of the casting operations. That is a check on the sands used in the moulds.

Proper Packing Needed.

Each batch is tested to see whether it has the proper amount of binder to keep it firm and whether it will still permit the escape of the gases that form when the molten metal is poured

into the mould. If these gases can't escape freely, blisters and holes form in the castings and render the parts useless.

Large overhead electric conveyors carry the sand to hoppers over the spots where the moulds are poured. The pattern is set on a permanent base, a wooden box is placed around it and the sand is dropped in.

Holes are gouged out for pouring the metal, the mould is tamped down or packed in by an electric vibrator or pounding machine, it is smoothed off at the top, turned over and the pattern is lifted off.

That leaves a smooth, clean mould, half of the crankcase or other part to be cast. The other half is moulded in the same way. The two are put face to face, to form an entire mould, and they are ready for casting.

Rows of Castings.

Once done, the moulds are lined up in a double row between which a crane travels. A large bucket of hot metal taken from the cupola is conducted down this line, stopping for a moment at each mould and pouring a quantity of the metal into it. One man does the work, sitting in a hanging cage that precedes the metal and controlling the entire operation by electricity.

The metal is allowed to set and cool. Then the moulds are taken up and the sand shaken out. That sand, having undergone a chemical change under the heat of the casting, is sent through a cleansing and retreating process that makes it fit for further use.

The castings are cleaned of the sand that sticks to them. Extraneous metal is knocked or cut off, while other sections are built up by electric welding, so that the entire part may roughly fit the dimensions of the original pattern.

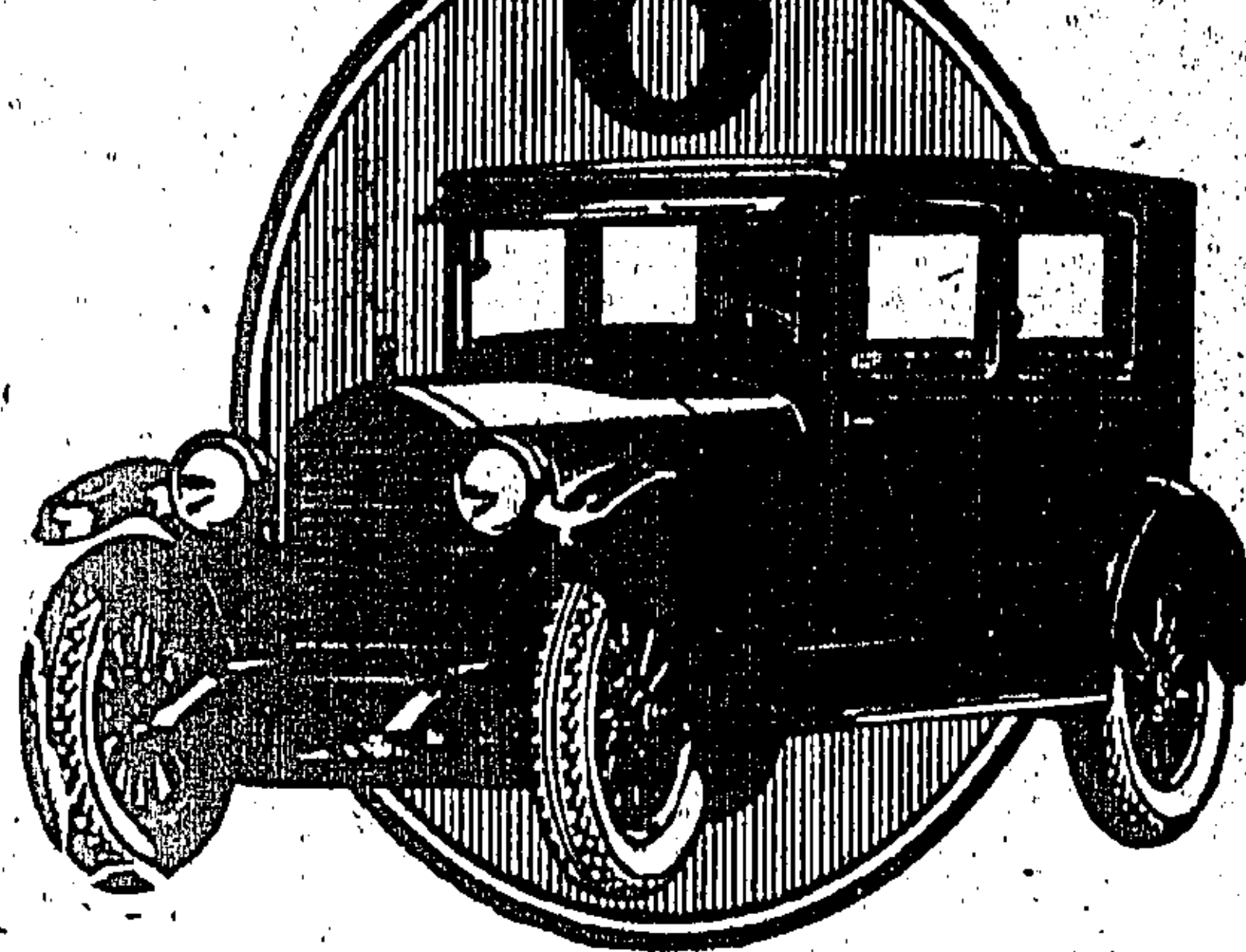
Electric Furnaces.

Small brass parts are cast in a separate foundry, in a smaller way. Here, in the more modern plants, electric cupolas or furnaces heat the metal.

In the case of the engine block, the better plants set this part out under the weather for as long as a year to season it thoroughly. Thus this part which has to withstand the strain of great heat and intense cold in one winter day goes through a warping and shrinking process under all condition of weather.

By the end of the year, it is considered seasoned and its cylinders can be bored and ground down to size without fear of their changing under ordinary conditions of weather.

ESSEX "6" COACH



The low prices which have made Hudson and Essex famous have largely been achieved through the simple process of using inventory materials quicker and getting a greater output from plant machinery than is commonly done in industry. Mechanical conveyance of materials has been developed to an unusual degree. So quickly are materials consumed in the unusually efficient manufacturing processes of the Hudson Motor Car Company that the public actually goes riding in Hudson and Essex Cars before the commitments for most of the raw materials are due for payment.

ESSEX SUPER SIX MOTOR CARS.

Touring	5-seater	GS1,150
Coach	5-seater	GS1,150
Sedan	5-seater	GS1,250

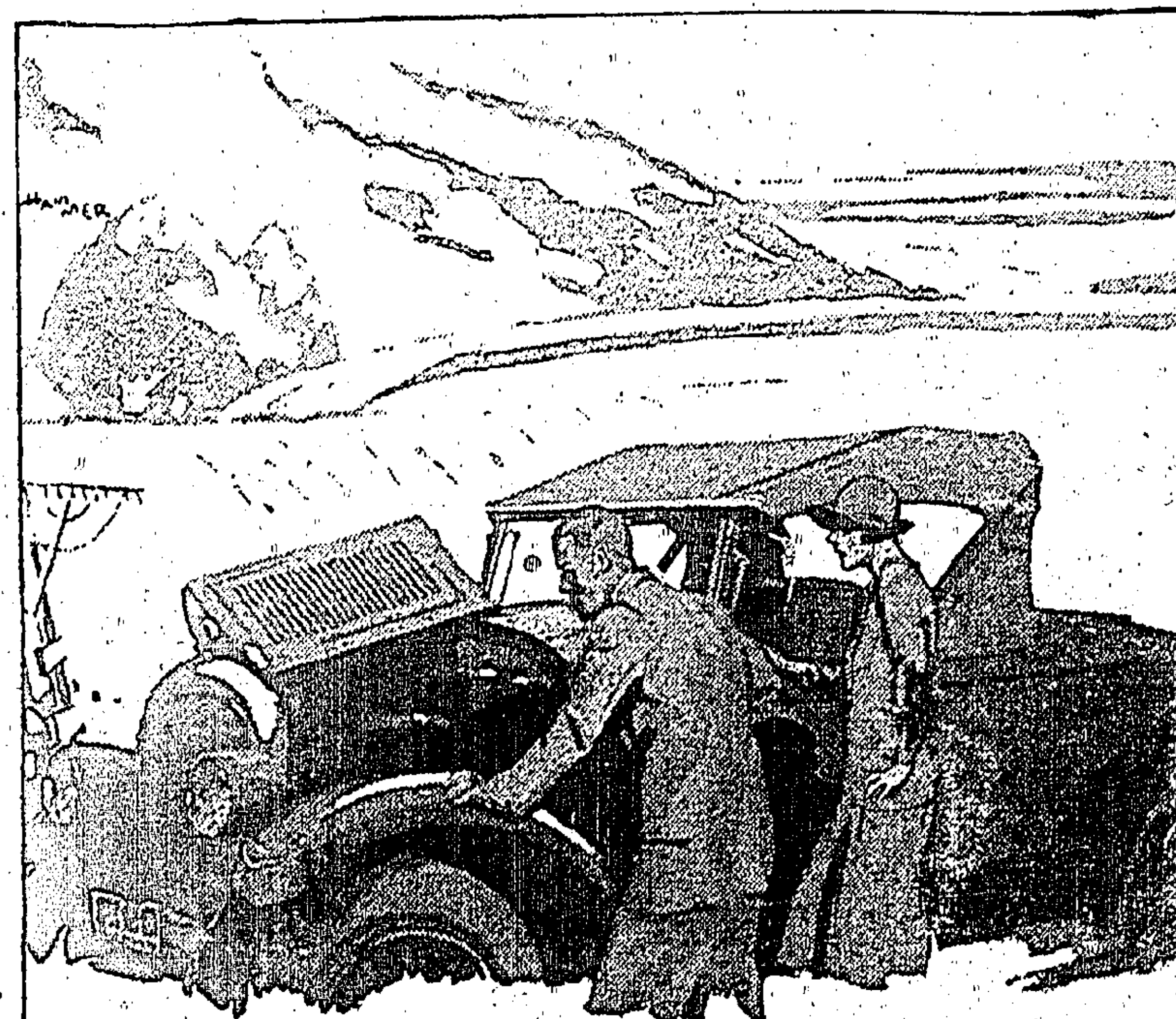
HUDSON SUPER SIX MOTOR CARS.

Touring	7-seater	GS1,600
Coach	5-seater	GS1,740
Sedan	5-seater	GS1,840
Roadster	2-seater	GS1,850
Brougham	5-seater	GS2,035
De Luxe Sedan	5-seater	GS2,215
De Luxe Sedan	7-seater	GS2,330

The above prices are for delivery at your door in Hongkong or Kowloon. All prices subject to change without notice.

THE DRAGON MOTOR CAR CO., LIMITED

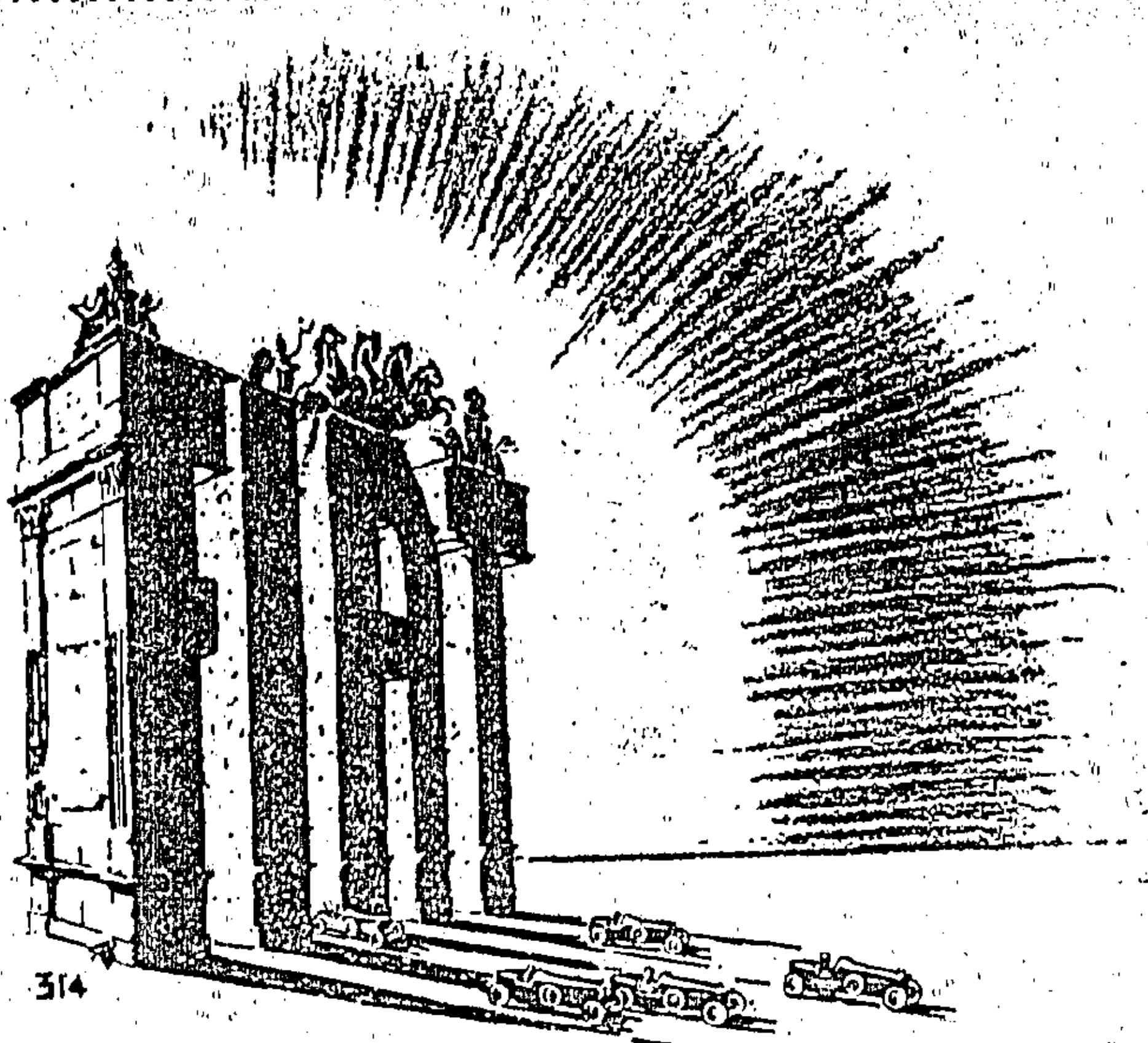
33 WONG NEI CHUNG ROAD HAPPY VALLEY



"Why on earth don't you use

SOCONY MOTOR OIL

SOCONY SPRING OIL STANDARD OIL COMPANY FOR EASY RIDING OF NEW YORK



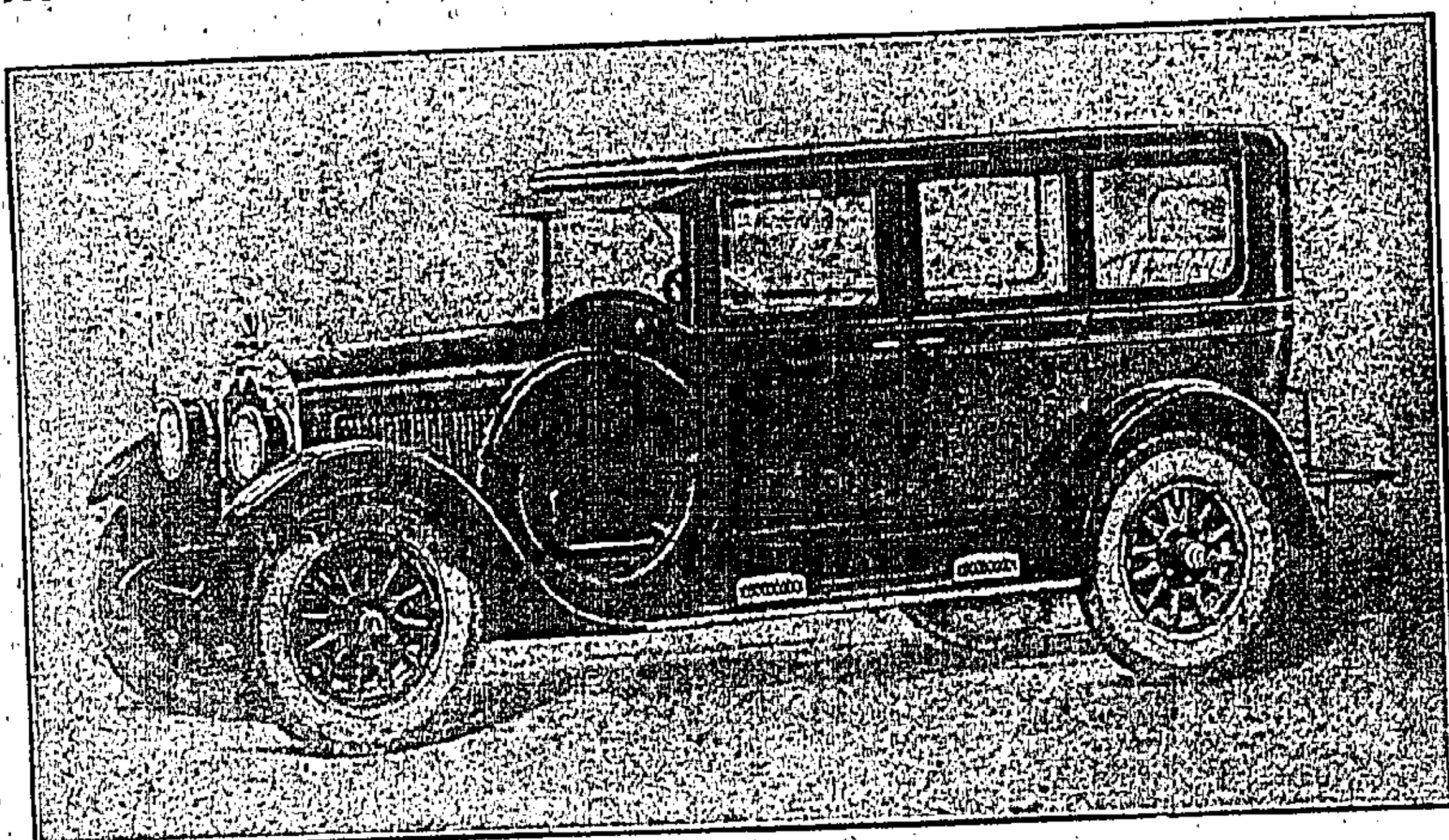
The Triumph of The FIAT.

in the Italian Thousand Miles Race, and the race for
the Lake of Garda Trophy.

1st, 2nd and 3rd
Places won by FIAT 509

The "509" and other recent FIAT models can be
seen at the new FIAT Showroom, 67, Des Vœux Road.

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China Building 3rd Floor, Telephone C. 2221.



MORE FAVORABLE BUSINESS CONDITIONS IN GENERAL INDICATED BY BUICK PRODUCTION.

A substantial increase in sales for the first twenty days of February over the same period last year is stated by Mr. E. T. Strong, President of the Buick Motor Company to be an indication that his company and the industry in general are on the threshold of one of the greatest selling seasons the automobile business ever enjoyed. Such increases constitute an excellent barometer of favorable business conditions throughout the greater part of the world.

"Buick deliveries showed an increase during the first twenty days of February of nearly a thousand cars over a similar period in 1926," Mr. Strong said. "We have found that automobile sales are an accurate index of general business conditions."

"The value in using these sales figures as an index lies in the fact there has been nothing done to stimulate sales or create a demand which might be contrary to general conditions. The models now on the market are the ones introduced last August with the exception of two additional body styles which were added to the line later. Thus the upward trend in sales can be attributed to more favorable business conditions."

THE HONGKONG & KOWLOON TAXI CAB CO., LTD.
Sole Distributors for Hongkong and South China.

THE DRAGON MOTOR CAR COMPANY, LIMITED.
Authorised Sales and Service Station ... Happy Valley

WORLD MOTOR TRANSPORT CONGRESS.

To Be Held in London This Year.

[Special Report to the Hongkong Telegraph.]

The autumn of 1927 will find London more than ever the centre of interest of motorists and commercial motor users from all parts of the world. At Olympia there will be staged a full series of exhibitions of the products of all branches of the motor industry.

First in time comes the Shipping and Engineering Exhibition, of which only a section concerns us at the moment. This Exhibition opens on September 8th and closes on September 24th, and the important section in question is devoted to motor-boats, yachts, internal combustion, marine, and stationary engines, small craft and accessories. These will be exhibited in the main hall.

Next comes the most popular annual event organised by the Society of Motor Manufacturers and Traders, namely, the Motor Show. This will be held at Olympia from October 13th to October 22nd. Various arrangements have been made with a view to alleviating the congestion which existed at Olympia last year.

From October 31st to November 5th, there will be staged at Olympia the Cycle and Motor-Cycle Exhibition, organised by the British Cycle and Motor-Cycle Manufacturers' Union. This will be as representative as ever, and will serve as an opportunity of examining the products of the British industry which, above all others, has definitely succeeded since the War in ousting foreign competition from the markets of the world as a whole.

Last but not least in importance is the Commercial Motor Transport Exhibition, to which Olympia will be devoted from November 17th to November 25th. During this Show, conferences on various matters affecting every aspect of the commercial and public service motor vehicle, in its relation to commerce and industry, will be held.

Just prior to the Commercial Motor Transport Show, London will be the centre of an event which has never previously taken place in any country in Europe, namely, the World Motor Transport Congress. On all the three previous occasions, this Congress has been held in America. This year, however, it is being organised by the Society of Motor Manufacturers and Traders, and will take place in London. The dates allocated for the meetings of the Congress are November 14th, 15th and 16th.

The Society has appointed a very strong Committee to complete the arrangements, and has retained the services, as Organiser, of Mr. Horace Wyatt, who acted as Hon. Organising Secretary of the successful Imperial Motor Transport Conferences held in 1913 and 1920. It is anticipated that the Congress will be fully worthy of its name in every respect. The object of the gathering has been defined as follows:

"To secure consideration and discussion of subjects calculated to stimulate action by Governments and other important bodies, such as Municipalities, Chambers of Commerce, Railways, Automobile Clubs, and all interests concerned, along lines consistent with the development of road motor transport throughout the world."

The subjects which it is intended to discuss are of vital importance to governments and the general community throughout the world. First and foremost

comes the all-important matter of road construction and improvement in relation to the development, efficiency and economy of road transport. We all know that, however perfect a vehicle may be, it is impossible for it to give the best conceivable results unless it is provided with good surfaces on which to travel.

Another subject, in a sense allied to that already mentioned, is that of motor transport as an instrument of development of world resources. There are very few countries the natural resources and possibilities of which are as yet being exploited to a satisfactory degree. Thus, in some parts we find territories well suited to the extensive production of food, animal or vegetable, but as yet sparsely populated and inadequately cultivated, because of the exorbitant cost of transporting the produce to the markets. In other districts, again, we find people continue to live in crowded and unhealthy surroundings for lack of a fully developed system of transport, making it possible for the more healthy surrounding areas to be properly utilised for the housing of the community.

Whatever efforts we may make to stimulate and accelerate road improvement and construction, we can never reach perfection, and very many years must pass before even a reasonably adequate road system is provided in many districts. Meanwhile, the development of motor vehicles suitable for service on bad roads and for cross-country use is a matter of immense importance, and this subject also is due for discussion.

Even in the most highly developed countries, those who utilise motor vehicles for international travel realise that present conditions are very far from perfect. Considerable simplification and unification is possible in such matters as Customs regulation, and also as regards the signposting of roads and the provision of various other facilities, tending to make long-distance travel by motor more safe and more pleasant. Thus, in respect even of the rule of the road, we have different nations basing their practice on different principles, and we sometimes find in a single country that opposite rules of the road prevail in the principal cities and in the country districts surrounding them.

Of late there have been much discussion on the subject of the competition between rail and road transport. The two are complementary to one another rather than intrinsically competitive, though it is conceivable that a certain degree of competition must always exist; at the same time very much could at present be done to secure co-operation between the two systems, to the great advantage of the community as a whole, and here again we therefore have a subject worthy of discussion by representatives of governments and important carrying organisations.

The object of a Congress of this sort is not merely to "boost" the products of one nation. The event, therefore, cannot be regarded as a piece of British propaganda. At the same time, it seems certain that it will do good to British industry, inasmuch as it will make people throughout the world more conversant with the real merits of that industry's products, and their complete suitability for use wherever motor vehicles can be used at all.

SUMMER DRIVING.

Hints on Tuning.

Enjoyment of the summer tour depends on the performance of your car. This performance depends on its rehabilitation after the harsh treatment it has often undergone under the rough wintry weather.

The car is grimy, it rattles, it clanks and squeaks, so that pretty nearly every part of it needs re-adjustment. Winter has been hard on it. It has been too cold to get out and tune it up or adjust its parts every once in a while. It has been too muddy to think of giving it a cleaning and oiling.

Now the streets have begun to clear up and the road is calling.

A thinner mixture of gas and air than that required over winter will result in more economical driving as it warms up. Therefore the screw that controls this mixture should be turned while the engine is running slowly, until it begins to sputter. Then just the slightest turn back, and the carburetor is ready for the summer's driving.

Thinning the mixture means letting less gas enter the cylinders in efficient proportion to the air, reducing carbon deposit and

crankcase dilution, and resulting in more mileage.

All bolts on the chassis, body and engine should be tightened. Winter driving has been hard on the car. It has been shaken up to such an extent that many parts of it are loose. Tightening of the bolts will prolong the car's life.

The car needs fresh oiling and greasing, as has been explained before, from the crankcase to the rear springs.

The engine, at the same time, may be flushed out with a thin oil before the kind of oil recommended by the manufacturer is put in.

Kerosene should not be used for this purpose, because not all of it can be drained out of the crankcase after flushing. The remainder is not at all helpful to the oil put in later.

The engine might need tuning up after four to six months of hard driving. That's the job of a practised mechanic.

It includes grinding the valves, cleaning out the carbon, replacing the spark plugs where necessary and timing the ignition.

In the same process, the carburetor can be adjusted for warm weather driving.

ESSEX SUPER SIX MOTOR CARS

17.32 H.P.—110-inch wheelbase—144.67 cubic inches piston displacement.

Roadster	2-seater	.....	G\$ 980
Touring	5-seater	.....	G\$1,150
Coupe	2-seater	.....	G\$1,150
Coach	5-seater	.....	G\$1,150
Special Coupe	2-seater	.....	G\$1,180
Sedan	5-seater	.....	G\$1,250

DODGE BROTHERS MOTOR CARS

24.03 H.P.—116-inch wheelbase—212.27 cubic inches piston displacement.

Roadster	2-seater	.....	G\$1,100
Special Roadster	2-seater	.....	G\$1,150
Rumble Seat Sport Roadster	4-seater	.....	G\$1,250
Touring	5-seater	.....	G\$1,125
Special Touring	5-seater	.....	G\$1,175
Sport Touring	5-seater	.....	G\$1,210
Touring	7-seater	.....	G\$1,320
Special Touring	7-seater	.....	G\$1,370
Coupe	2-seater	.....	G\$1,275
Special Coupe	2-seater	.....	G\$1,325
Sedan	5-seater	.....	G\$1,325
Special Sedan	5-seater	.....	G\$1,375
De Luxe Sedan	5-seater	.....	G\$1,500

HUDSON SUPER SIX MOTOR CARS

22.40 H.P.—127-inch wheelbase—288.60 cubic inches piston displacement.

Touring	7-seater	.....	G\$1,600
Coach	5-seater	.....	G\$1,775
Sedan	5-seater	.....	G\$1,830
Rumble Seat Sport Roadster	4-seater	.....	G\$1,890
Brougham (Custom Built)	5-seater	.....	G\$2,080
Sedan (Custom Built)	5-seater	.....	G\$2,270
Sedan (Custom Built)	7-seater	.....	G\$2,375

PACKARD SINGLE SIX MOTOR CARRIAGES

29.40 H.P. R.A.C. Rating—block test actually develops more than 80 H.P.—288.60 cubic inches piston displacement.

MODEL 426—SINGLE-SIX—126-INCH WHEELBASE.			
Phaeton	5-seater	.....	G\$2,665
Rumble Seat Roadster	4-seater	.....	G\$2,765
Sedan	5-seater	.....	G\$2,765

MODEL 433—SINGLE-SIX—133-INCH WHEELBASE.			
Touring	7-seater	.....	G\$3,215
Coupe	4-seater	.....	G\$3,215
Club Sedan	5-seater	.....	G\$3,255
Sedan	7-seater	.....	G\$3,335
Sedan Limousine	7-seater	.....	G\$3,435

PACKARD STRAIGHT-EIGHT MOTOR CARRIAGES

39.20 H.P. R.A.C. Rating—block test actually develops more than 105 H.P.—384.80 cubic inches piston displacement.

MODEL 336—STRAIGHT-EIGHT—136-INCH WHEELBASE.			
Phaeton	5-seater	.....	G\$4,185
Rumble seat Roadster	4-seater	.....	G\$4,280
Sedan	5-seater	.....	G\$5,300

MODEL 343—STRAIGHT-EIGHT—143-INCH WHEELBASE.			
Touring	7-seater	.....	G\$4,430
Coupe	4-seater	.....	G\$5,370
Club Sedan	5-seater	.....	G\$5,510
Sedan	7-seater	.....	G\$5,625
Sedan Limousine	7-seater	.....	G\$5,725

The above prices are for delivery in Hongkong or Kowloon. All prices and specifications subject to change without notice.

THE DRAGON MOTOR CAR Co., Ltd.

Telephone Central 1246 or 1247.
33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

MORSE TOOTING?

Suggested Motor Signalling.

One of the famous letters to the London Times contains the suggestion that motorists adopt the Morse code in signalling one another and avoiding accidents.

Three short toots, meaning S, notifies others that the tooting driver is going to stop. A short toot, followed by a long and then a short, a code for R, would mean a right turn is intended. Similarly L for left turn would be a short toot, a long and two short toots, as every Morse operator knows.

Of course, we wouldn't have to know the entire code to fall in with this suggestion. These three letters would be essential.

But it might be advisable to know the entire code, if this were adopted officially. Then we could save our lungs when we become especially peevish at some road hog, and merely toot him to shame and contrition.

Or we might be able to tell what the other fellow is tooting for.

UP ON "TOP."



The above picture shows one of the new Francis-Barnett motor cycles, snapped when taking Garden Road on top gear.

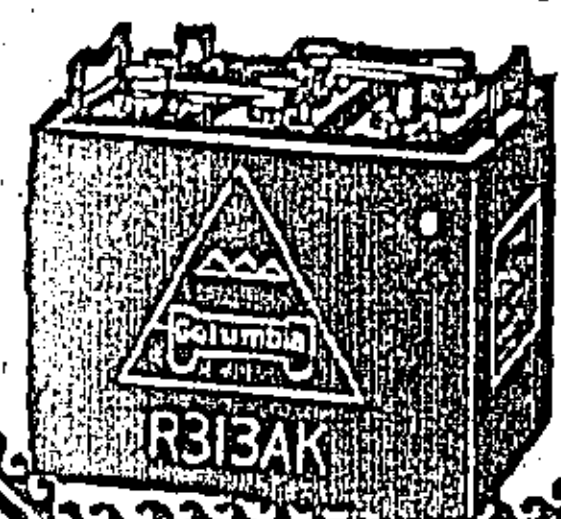
when we did nothing at all to our knowledge.

For the benefit of good drivers and pedestrians, however, another suggestion should be considered. That is the adoption of silent horns!

NEW low prices make the Columbia Storage Battery the greatest value for your money that can be obtained. Powerful, long lasting, economical, it is the ideal battery for your car.

THE DRAGON MOTOR CAR CO., LTD.

Columbia Storage Battery



THE MOTOR CYCLE HOUSE

Every discriminating motor cyclist knows that the name

ALEX. ROSS & CO., Ltd.

stands for all that is best in motor cycling!

WHY? — Because —

THEY have the best lines in Hongkong.
THEY guarantee their cycles.
THEY give you three months free service.
THEY give the Purchaser the best deferred terms.
1/4 Down, balance to suit buyer.
Where can you get more for your money?

ANY OF THE FOLLOWING ARE TROUBLE-FREE

A. J. S.
DOUGLAS
INDIAN
TRIUMPH
FRANCIS-BARNETT

Including Accessories

1927 Models waiting for you

AND DON'T FORGET—

Terms to suit YOU

ALEX. ROSS & Co. (China), Ltd.

New Offices, May 1.—Prince's Building.
2 floor,—Ice House St. Entrance.

MILLIONS FOR ROADS.

Virginia U.S.A. will spend nearly ten million dollars for good roads this year. The state highway commission has provided for an expenditure of \$8,000,000 to improve the main highways, and \$1,250,000 to improve feeder roads.

CITROEN IS EXPANDING.

Andre Citroen, the famous French motor manufacturer, has gone into the American market to buy several million dollars worth of automotive machinery. He expects to expand his output from 400 to more than 1,000 cars daily.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

"FRESH OIL" LUBRICATION.

Wear of engine parts is being more and more largely attributed to the cutting effect of abrasive particles present as foreign matter in the lubricating oil; hence the air-cleaner and the oil filter. Fuel thinned oil is now regarded as detrimental primarily because it does not effectively hold the abrasive particles away from the metal surfaces.

Circulating Lubrication.

After engine oil has been used for a time it becomes polluted with abrasive particles and as all engines are now lubricated by the circulating system, these destructive particles are carried again and again to all bearing surfaces, where they cause excessive wearing away of metal. Bearings when worn can be taken up, but cylinder bores and piston-rings cannot be readjusted to perfect fit when looseness has developed.

The Clean Oil Idea.

These are the considerations which have caused much recent interest in lubrication of cylinders and other engine parts by means of continuously replenished small supplies of fresh unused oil and the prevention of used and polluted oil from reaching important rubbing surfaces.

Its Practical Application.

This system of lubrication is applied to cylinders by the provision of an oil-pipe extending through the wall of each at the most advantageous point, through which a drop of fresh oil is forced at suitable regular intervals from a tank of fresh oil by means of a force-feed lubricator, consisting of a series of small engine-driven pumps, one supplying each cylinder. To prevent dirty crankcase oil being thrown on cylinder walls, oil baffle plates are fitted at the lower end of each cylinder. Main and other bearings can, of course, also share in the fresh oil method if additional pumps and leads are provided.

Alleged Points of Superiority.

Among the advantages claimed for this method are: Reduced wear of cylinders and piston rings. Avoidance of excess oil on cylinder walls, to be pumped into the clearance spaces, there to form carbon deposits, foul plugs and interfere with the fuel mixture. Better sealing of pistons, less blow-by of gases and run-down of heavy fuel ends and prompt establishment of

lubrication under cold starting conditions.

Worn Out Transmission Bearing.

Question:—Second speed is very noisy on my 1920—car and sometimes slips out of engagement, grease leaks from the rear end of the transmission and there is a loud noise when I engage the emergency brake, which acts on a drum to the rear of the transmission. Can the rear main transmission bearing be in trouble and produce these effects? Can new transmission gears and bearings be put in without disconnecting the transmission from the clutch?

Answer:—Probably this bearing is worn out or broken as this would account for all the difficulties which you mention. If you drop the driveshaft, after disassembling its two fabric universal-joints, you ought to be able to remove the transmission-brake unit, which should give access to the rear-main transmission bearing and permit its adjustment or replacement. However, if any of the front bearings are in trouble, you will probably have to disconnect the transmission, but we doubt if this is the case, as rear bearing trouble would account for all the difficulties which you are experiencing.

Bad Case of Smoking.

Question:—The engine of my 1919—car smokes something awful and uses too much oil. I have installed new step-cut rings, with inner-rings back of them and am using an oil-controlling ring in the bottom groove of each piston, but without improvement. What more can I do?

Answer:—If this car has been used freely all these seven years, it is quite possible that the cylinder bores are so much worn that piston rings cannot make the pistons oil tight. Unless compression is well retained in each cylinder, either this is the case or the rings were not fitted as well as they should have been. If you find any of the compressions decidedly weak, it probably means that you will have to have the bores reconditioned. In connexion with your oil-control rings, did you have oil return holes drilled in the bottoms of their grooves, so that excess oil could run back into the crankcase? If not, doing this may help a little, but if this car has run forty or fifty thousand miles, as very likely it has, it would not be strange if your only remedy for your present trouble would be to rebore and refit the cylinders.

WOMEN DRIVERS.

Low Accident Record.

The accident record of 25 women taxi drivers employed by a cab company in Philadelphia is much lower than that of the men drivers of the organization.

The women claim to enjoy their jobs and have shown themselves to be very careful drivers.

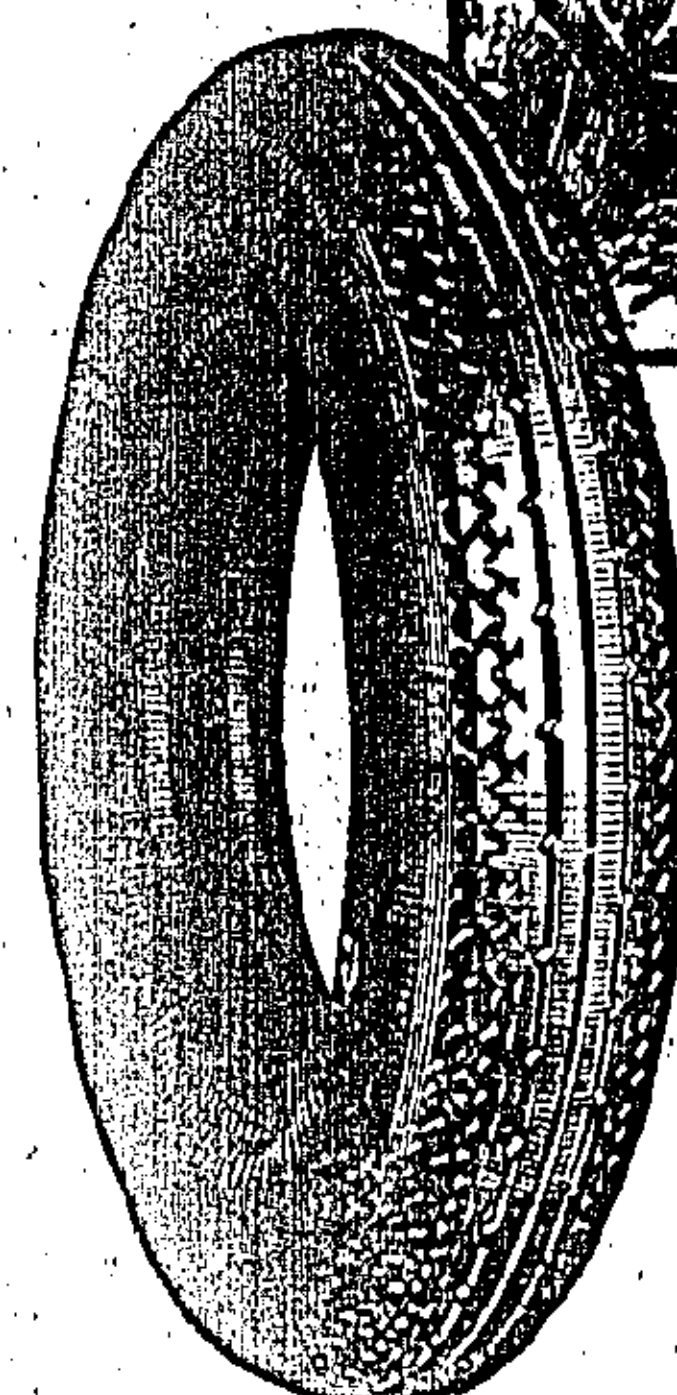
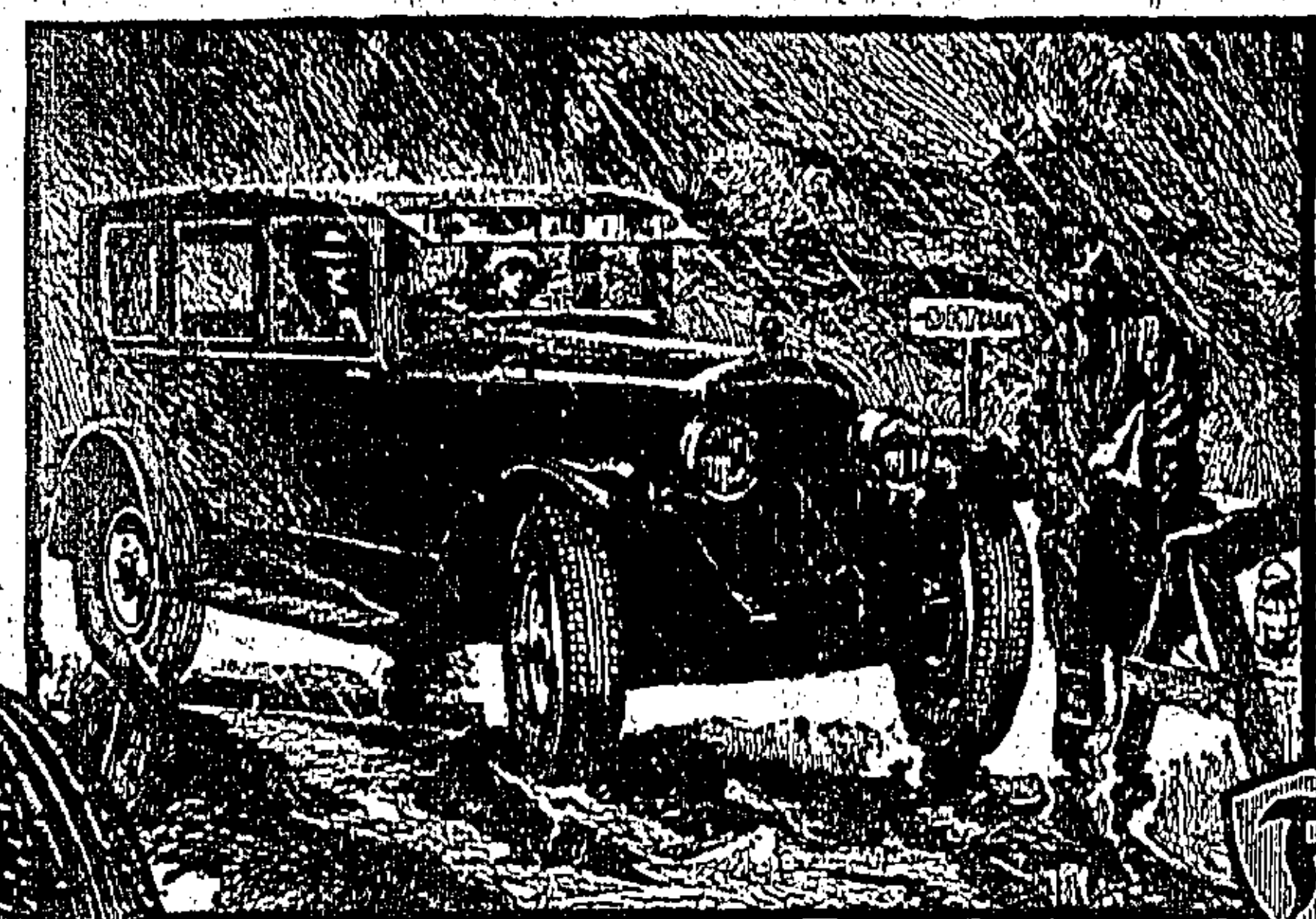
It was about six months ago that the company began the experiment of employing women chauffeurs.

WALKING DANGEROUS.

Chicago, March 31.—Pedestrians made up 73 per cent. of the persons killed during January in automobile accidents throughout the country, reports the National Safety Council.

Twenty-three per cent. of these were under 15 years old, 34 per cent. were 55 and over, and 43 per cent. were between these ages.

Only 12 per cent. of the 1,430 motor vehicle fatalities during January were due to collisions.



Safety!

No skidding, no sliding, no slipping when the motor is carried on Firestone Full-Size, Gum-Dipped Balloons.

On wet, slippery streets or dangerous turns the positive traction of the broad tread enables the driver to come to a quick, safe stop. Security and peace of mind follow the prompt response of the Tyres to wheel and brake.

The Firestone process of Gum-Dipping makes the tyre strong and flexible enough to render thousands of extra miles of service with protection to the motor.

THE DRAGON MOTOR CAR CO., LTD.
Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

Firestone

FULL-SIZE GUM-DIPPED BALLOONS

QUICK STARTING NON WASTING HEAT RESISTING

SHELL MOTOR OIL (BLENDED)

SHELL offers you motor lubricating oil scientifically blended to do properly the three things which oil ought to do.

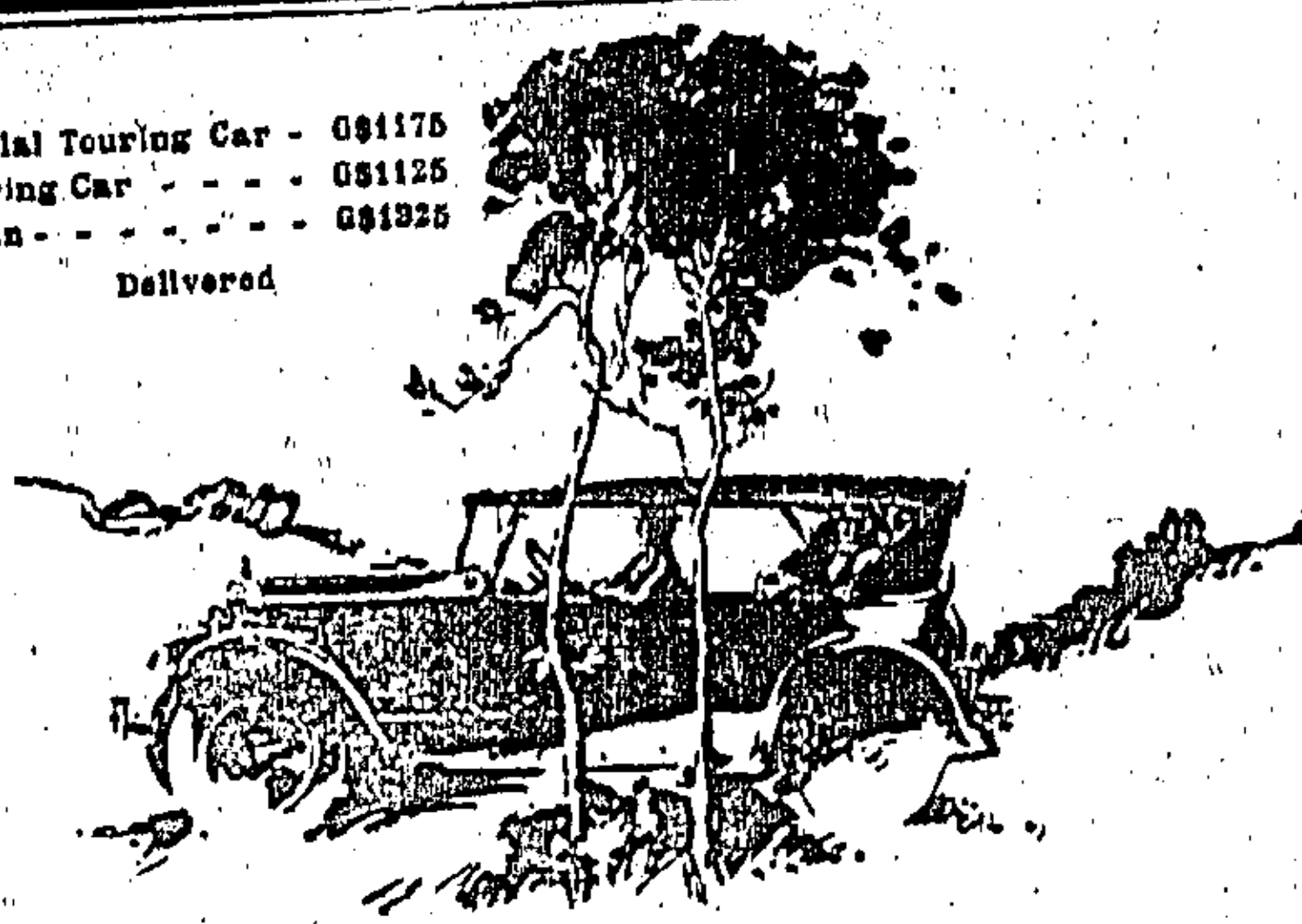
1. At cold air temperatures it is free flowing to give quick starting.
2. At crankcase temperature, relatively thick to ensure economical consumption.
3. At cylinder temperature it has good fluidity to reduce friction but retain sufficient body to ensure efficient lubrication.

Shell Oils as sold to the public are exactly the same as were used to set up the world's speed records of 1926 for both cars and motor cycles.

Asiatic Petroleum Co. (S. China) Ltd.
ASIATIC BUILDING.

AS GOOD AS SHELL SAYS IT

Special Touring Car - G81175
Touring Car - G81125
Sedan - G81025
Delivered



Here Are the Improvements

Review this notable list of Dodge Brothers improvements—an important twelve months' record of progressive engineering:

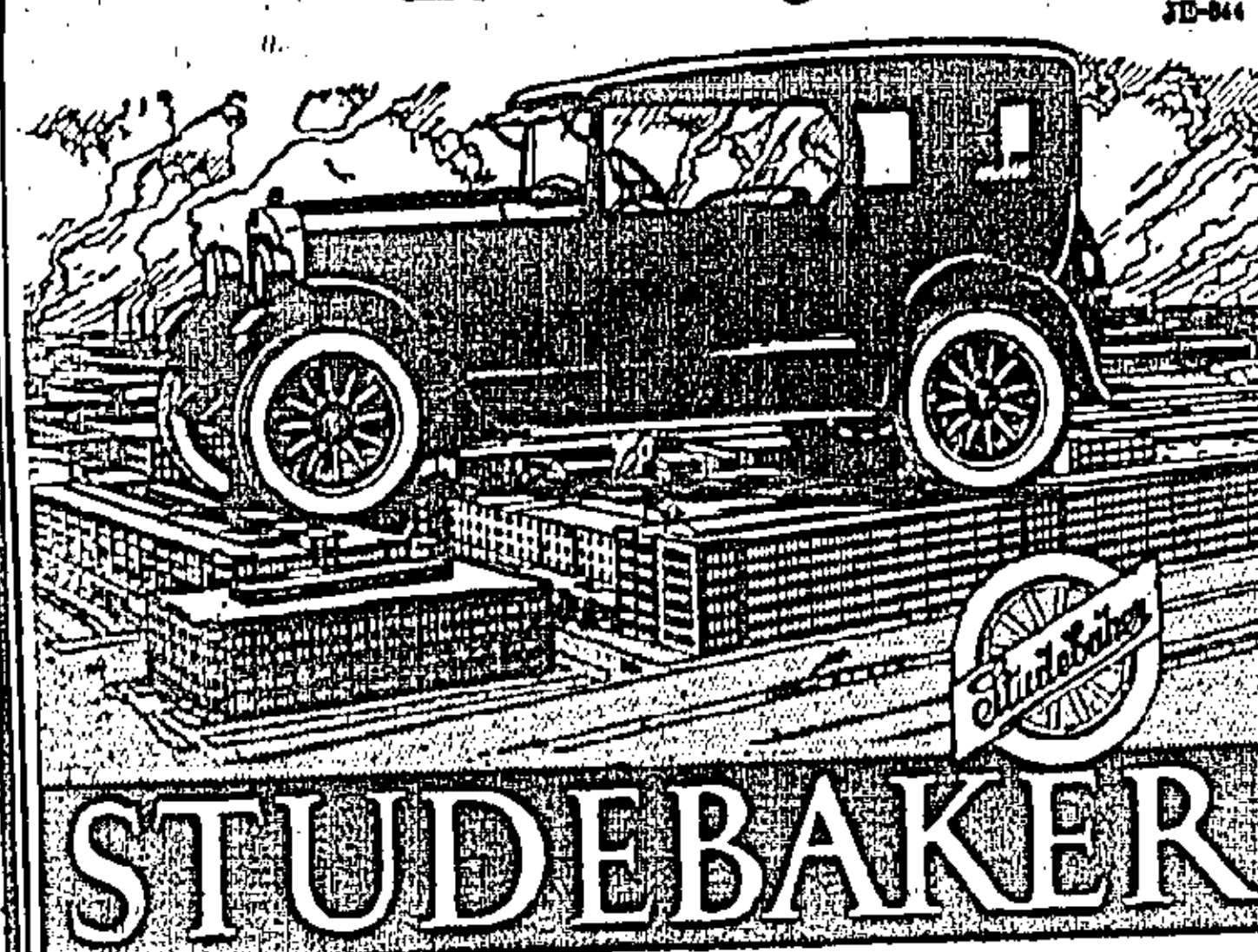
A new five-bearing crankshaft (replacing the three-bearing type). A new two-unit starting and lighting system (replacing the single-unit type). Aircleaner of improved design. Spark and throttle levers placed above the wheel for greater convenience. Dickey seat for Sport Roadster. Stylish new body lines. Rich and attractive new colours. Improved all steel body construction. Increased driving vision. Indirect instrument board lighting for De Luxe and Sport types. Far greater riding comfort. Impressive new smoothness and silence of engine operation.

Greater beauty, greater convenience and remarkable new silence and smoothness, at prices that no motorist can now afford to overlook!

THE DRAGON MOTOR CAR CO., LTD.
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DODGE BROTHERS
MOTOR CARS

500 New STUDEBAKERS Each Day!



CARS OUTCLASS IN POWER & FLEXIBILITY ALL OTHERS OF THEIR SIZE AND WEIGHT.

HONG KONG DELIVERED PRICES.

ERSKINE SIX.			
Tourer	5 seater	G.\$1,150	
Business Coupe	2 seater	1,150	
Custom Coupe	4 seater	1,250	
Custom Sedan	5 seater	1,250	
STANDARD SIX.			
Folding Top Phaeton	5 seater	G.\$1,450	
Duplex-Roadster	3 seater	1,455	
Folding Top Sports-Roadster	3 seater	1,485	
Duplex-Phaeton	5 seater	1,490	
Folding Top Tourer	7 seater	1,530	
Coach (2 Door)	5 seater	1,600	
Country Club Coupe	3 seater	1,690	
Country Victoria	4 seater	1,700	
Custom Sedan	5 seater	1,710	
Custom Berline	5 seater	1,780	
BIG SIX 120" WHEELBASE.			
Duplex-Sports-Phaeton	5 seater	G.\$1,785	
Folding Top Sports-Roadster	3 seater	1,835	
Duplex-Roadster	3 seater	1,870	
Club Coupe	5 seater	1,905	
Custom Brougham	5 seater	2,030	
Custom Victoria Chancellor	4 seater	2,050	
Custom Berline	5 seater	2,065	
Fire Chief Duplex-Roadster	3 seater	2,090	
BIG SIX 127" WHEELBASE.			
Duplex-Phaeton	7 seater	G.\$2,220	
Folding Top Phaeton	7 seater	2,220	
"President" Sedan	7 seater	2,675	
"President" Berline	7 seater	2,755	
"President" Limousine	7 seater	2,925	

All prices include 4 wheel brakes spare wheel, tire and tube, windshield wiper, handview mirror, bumpers, spare horn, tools etc., etc.

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25, Queen's Road, Central.
(THE HONGKONG & SHANGHAI HOTELS, LTD.)

MODERN ROAD-MAKING.

Huge Maintenance Cost.

EXPERIMENTAL SECTIONS.

[By Sir Henry Jackson, M.P., Member of the London and Home Counties Traffic Advisory Committee.]

It is agreed by all who have given the subject consideration that, now there are so many mechanically propelled vehicles on the highways of the country, a great endeavour must be made to maintain the permanent ways in a condition sufficiently good to support the increased traffic in a satisfactory manner. It is urgent that repairs to the roads should be as infrequent as possible, and that the cost to the ratepayer and taxpayer should be kept within the smallest possible limits.

The highway engineers of the country have, with the resources at their disposal, carried out great permanent improvements on our first-class roads. It is fair to say that the best brains in science and civil engineering are being brought to bear upon this most important subject. The Ministry of Transport, in conjunction with the National Physical Laboratory and the leaders of the Local Government Service, have applied, and are applying themselves to the problem with reasonably satisfactory results. When the weight and kind of traffic using a particular road is known, it is now agreed that engineers can, at quite a reasonable cost, design and construct a road capable of supporting it.

"Road Up."

While Londoners are sometimes prone to think that the streets are always "up," and that no sooner is a new surface laid than it is broken up for some utility service, such cases are, fortunately, by no means common. It may be a surprise to the general public to know that the pavement which was taken up last year in Whitehall had actually been down, under most trying traffic conditions, for more than 15 years, while Victoria-street, until relaid last year, had been in service, subject only to the qualification that "sundry repairs had been carried out from time to time, for more than 25 years.

Experimental sections of varying types are now laid on many roads in the neighbourhood of large cities, and these are being tested to destruction under a known weight of traffic travelling at accurately ascertained speeds, the effect of impact due to springing being also noted. The value of obtaining accurate information in this manner cannot be overstated, because of the large sums of money annually expended upon the improvement and maintenance of the highway system of the country. In Great Britain there are about 178,000 miles of public highway, costing the taxpayer and ratepayer something like

£50,000,000 per annum. If one penny per superficial yard per annum could be saved this would represent a minimum of £60 a mile, or £10,680,000 per annum. As it is in practice quite usual for the costs of modern road construction, including foundations, to run to over 30s. a yard, the commercial justification for cutting these costs, commensurate with the provision of a proper factor of safety, must appeal to every economist.

Town and Country.

There are some cases in which, notwithstanding the devaluation of money caused by the war, the higher wages paid with shorter working hours, and the increased costs of material, costs of road improvement and maintenance are even lower than they were in 1914, but this only applies to big centres of population where traffic has always been heavy, and where foundations were always an essential part of road construction. Traffic now has a wide range, travelling over country roads which were never properly constructed, the only foundations being those provided by the accumulation of metalling applied during maintenance operations. It is upon these country and rural roads that the big burden of cost will fall for many years to come.

Even in what we know as the traffic area of London there are many miles of these lightly constructed roads which are now for the first time called upon to support the motor omnibus and the ordinary commercial motor vehicle. Considerable sums of money must be spent upon such roads before they can be brought up to a standard which would enable them to support the traffic which may reasonably be expected upon them for, say, the next 15 or 20 years. In this traffic area many road improvement schemes are urgently required, and until they are carried out traffic must suffer vexatious and costly delays. The road leading to the Victoria Docks is one most urgently needing attention. Traffic using this road in its travel to and from the docks is held up at railway level crossings for as long as 45 minutes at a time, and in consequence traffic in contiguous roads is slowed down to about six miles an hour. Mechanically propelled vehicles are consequently being put out of action and traders are again using horses.

I am satisfied that, while much has been and is being done, there is considerable room for improvement both in the laying of our permanent ways and in the management of the traffic upon them.—*The Times*.

OIL PRODUCTION.

Leaping Ahead.

The American motoring public should be able to take its joy rides and its summer tours at a lower cost this summer. There is every prospect of cheaper gasoline prices.

It now seems probable that there will be further huge over-production of crude oil this year. This means lower prices, from crude oil to gasoline.

That prospect stands to-day in the face of the greatest winter consumption of gasoline ever known. In January the country's 20,000,000 motor cars burned up 17 per cent. more gas than was used in January, 1926. February consumption ran 30 per cent. ahead of one year ago.

But meanwhile production is leaping ahead by great bounds. The daily average output of crude oil has reached approximately 2,500,000 barrels. Never before in the history of the industry has that figure been attained.

Two Reasons for Boost.

Two factors are chiefly responsible for this startling rise in production.

One is the amazing output developed by the new Seminole field in Oklahoma. The other is the widely spreading use of improved methods of accelerating the output of wells. This improvement in technology is known as the "gas lift."

Of immediate significance is the Seminole field. Early in Febru-

ary this field had shown its ability to produce 800,000 barrels of oil daily. Such a huge output completely overtaxed pipe lines designed to carry away the oil.

The full output of the field is estimated at 350,000 barrels daily. That is about 14 per cent. of the aggregate production of the country.

With such an enormous supply of new oil pressing upon the market something has got to give. That something will be prices, say oil officials.

Production Is Hastened.

Of even greater significance than the Seminole development is the appearance of the new "gas lift" equipment in the great oil fields of the country. By the use of the "gas lift," natural gas, a by-product of oil wells, is reintroduced into the oil sand. This stimulates the flow of oil to the top. After the natural flow ceases only a small portion of recoverable oil is left in the ground to be obtained by pumping. Formerly a large portion was left.

Of each 100 barrels of oil contained in oil sand, it is possible under present methods to recover only about 85 barrels. The "gas lift" is making it possible to speed up greatly the production of oil over a given period. Exports believe it may even increase the total amount of oil that may be recovered.

But the immediate unmistakable effect of the new method is to intensify output. By the use of it producers are getting from two to three times as much oil a day as formerly. This is having an increasingly tremendous effect upon total production and upon market conditions.

SUMMER MOTORING.

Boom Stories and Plain Facts.

[By H. Massac Buiet, in the Observer.]

In the endeavour to produce as cheaply as possible, motor manufacturers build cars throughout the year. By contrast, the bulk of each twelve months' production is disposed of during approximately three or, at most, four months. Consequently since the restoration of summer time many thousands of buyers have taken delivery of cars, a large proportion of which were ordered months ago. Therefore large numbers of machines have passed out of the stores of manufacturers and concessionaires in this country to agents en route to the public. In consequence we read of many hundred cars having left a given works on such and such a day. From this follow stories of an alleged motor boom.

That, however, is neither the industrial nor the trading situation; but a record number of cars was taken into use in this country last year in spite of the strikes; and, doubtless, those figures will be surpassed this year. How, then, is it that there is no motor boom either in this country or in America or on the Continent of Europe? Because the world possesses a greater motor manufacturing capacity to-day than demand does or could attain to. Thus, in the United States of America, perhaps the greatest authority on manufacturing and trading conditions, Mr. David Bee-croft, informs me "the industry is going ahead very rapidly, and the success is being very largely with a few concerns rather than with a great many manufacturers. It is not likely for us that when the industry is 'doing well' that means that all the companies in it are going ahead. Rather, General Motors may be making very rapid strides, whereas... is losing the same amount of business." And so on.

Injurious Sensationalism.

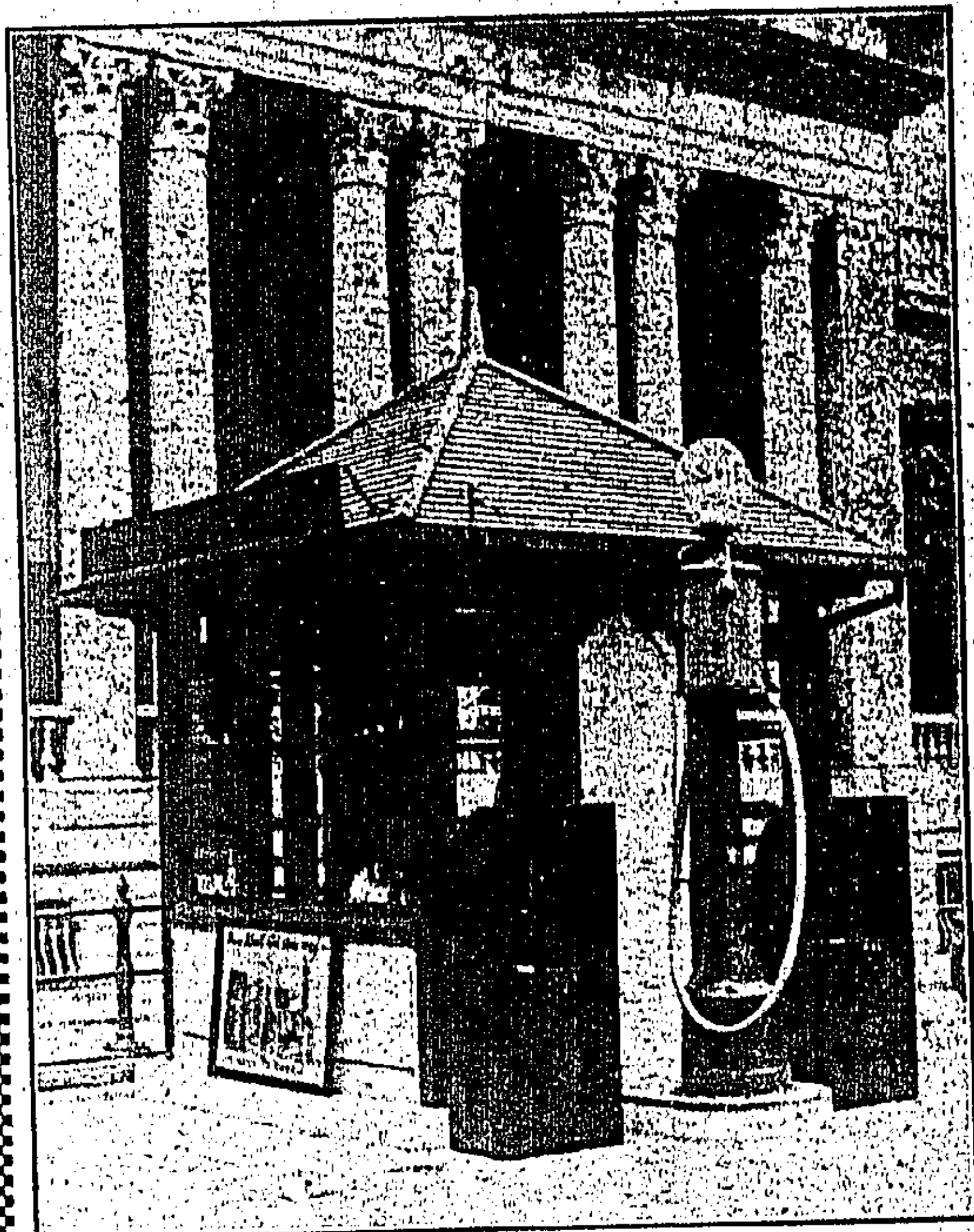
Again, in France the other day one manufacturer advertised for 10,000 more hands. He is known to be making money. But scarcely two other firms are in a like enviable case. In fact, the situation is such that, suddenly, the French Government increased the tariff to what is admitted to be in practice a prohibitive extent, to the great excitement of those doing business in trans-atlantic-built cars on the Continent. The situation in Italy was recently referred to in these columns.

In the Midlands of England one big motor factory is practically marking time and another has dismissed many hands, against which others are working to full capacity, though none is so foolish as to increase the production scale for which it has budgeted. Therefore, buyers can get delivery of a few favoured makes of car only at proportionately a very long interval. But such are the exceptions that prove the rule. Yet we hear of a motor boom. Consequently, the representatives of two trades unions are now seeking higher terms for their members from manufacturers who have planned their present prices so as to promote sales, but not to admit of increases in cost of production. These tales of non-existent booms in the industry in the gross are, incidentally, injurious to the workers. For it is certain that the buying public is not prepared to pay more for motor cars than the prices at which they are listed to-day. Unfortunately there are at least two unions that make a practice of taking quite insufficient numbers of apprentices for the sole purpose of foisting labour prices beyond practical figures. One knows of cases of lads running about the streets as errand-boys, and who are long to be apprenticed to a blacksmith, but they cannot get bound, though vast numbers of hands are, and will be wanted in these and kindred trades concerning which a like situation is created artificially.

This is the sort of thing that makes it almost impossible for financiers to back manufacturers engaged in British industry. Very few people are aware how extremely limited post-war credits are in this impoverished country. Those facilities would be greatly increased if there were assurance that, when there is any possibility of improving a trade, manufacturers could go ahead without the fear of strikes, or of demands for increased wage scales over and above those on which the prices of their goods were calculated. Buyers will not pay enhanced prices; manufacturers know it, and bankers know it better still. So that even if an employer were prepared to gamble, still the essential financial facilities would be refused him.

All this is wholly without prejudice to the fact that more motor cars will be taken into use this year, as well as more utility motor vehicles, than ever before.

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CENTRAL FILLING STATION
OUTSIDE CITY HALL, HONGKONG.

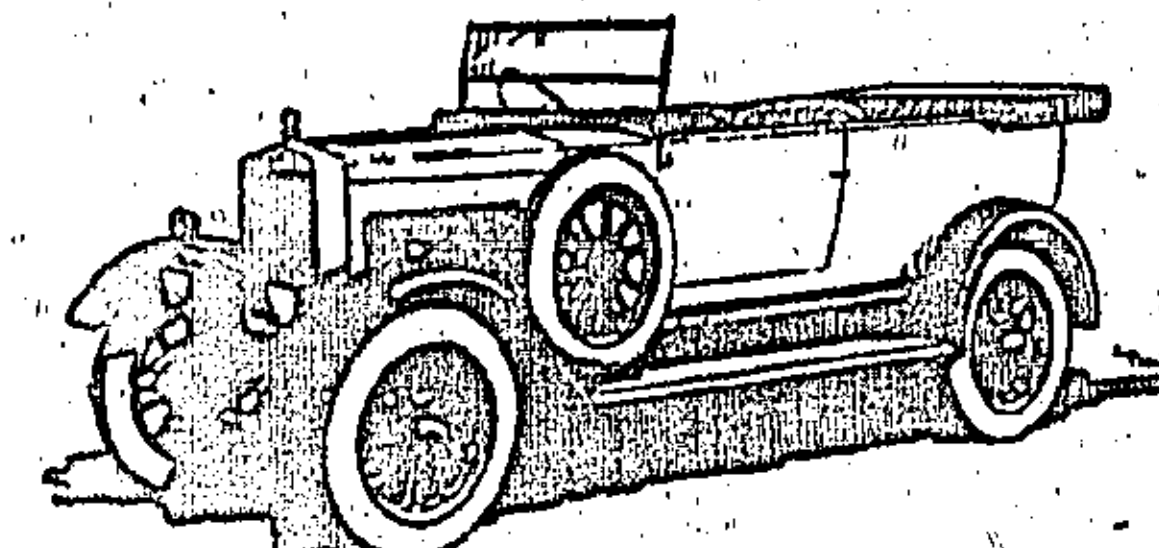
The Asiatic Petroleum Co., (South China) Ltd. Hongkong.



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The "TRANSPORT" Value

- thirty miles per gallon
- fifty miles per hour
- reliability that is proverbial
- ten years' service.

The "COMFORT" Value

- really efficient suspension
- the famous silent MORRIS engine
- complete equipment
- Dunlop low-pressure tyres.

The "SOCIAL" Value

- roomy English body
- elegant appearance
- delightful colours.

The "RE-SALE" Value is unapproachable

- because the car is almost monotonously reliable, and is backed by well-organised service.

KEEP ABREAST OF THIS BIG MOTORING "CHANGE-OVER"
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FOR COMFORT.

A Few Useful Hints.

[By Israel Klein.]
Body builders are improving the seating of the automobile with better arrangement of springs, for the greater comfort of the passengers.

But the springs below the body, and the tyres, remain the essential foundations of comfortable riding. Attention must be given them regularly if touring is to be easy and enjoyable.

As efficient shock absorbers, the tyres depend on the amount of air pressure in them. It was for their high shock-absorbing qualities that balloon tyres were introduced.

The principle of balloons is not the resiliency of their thin walls, as opposed to the stiffer fabric walls of the former type of tyres. It's the lower air pressure that makes this type of tyre the better shock absorber.

It has been discovered, however, that the extremely low air pressure of 22 pounds average, as first advised for balloons, is too low for efficient riding. It wore down the tyres too soon. Now as high as 35 pounds pressure is suggested for comfortable riding with balloons.

If high pressure tyres are used on your car, air pressure may be reduced for comfortable riding only at the cost of quicker wear on the casings.

Springs make good shock absorbers, provided they are kept well lubricated. Otherwise, rust between the leaves will cause them to stick and then suddenly snap apart, causing a jerky motion that's far from comfortable.

Graphite grease is the best lubricant for springs. This should be forced between the leaves by means of a thin blade or screw driver. The leaves may be pried apart easily when the car is jacked up so that the weight of the body and axle will pull the leaves apart. The jack, for this purpose, should be put under the spring pad, or frame.

The grease will wear out soon, but the graphite will remain as a good lubricant between the moving parts. Oil may be applied to the sides of the springs at intervals. The movement of the leaves will work this oil between them and keep them free from rust.

Dry, rusty, neglected springs are liable to break easily when the car goes over a rough road. It is on the rebound, after the springs

have been compressed under the weight of the car, that a leaf may snap.

Therefore, shock absorbers generally are designed to check this upward rebound. Both pneumatic and hydraulic shock absorbers cushion the downward motion by the compression, and

then check the rebound by the slow expansion of the air or oil, due to the almost total exclusion of the outer air in the first place, and to the viscosity of the oil in the second.

Well-kept springs, properly inflated tyres, application of shock

absorbers will bring the comfort desired in motoring. But a word of caution:

Don't over-grease the springs, or they'll become too lively and bounce the car out of the control of the shock absorbers.

This is especially important in the case of light cars.

Those "Body Squeaks" in Your Car 9 Times in 10 Are Just Dry Chassis Bearings or Springs

Those irritating "canaries" usually fly away after our experts lubricate your chassis thoroughly. Drive your car on to our lubricating rack today.

There are 20 to 40 vital points on your chassis. They need thorough lubrication every 500 miles. Failure to do this is the cause of most squeaks—and later on, repairs.

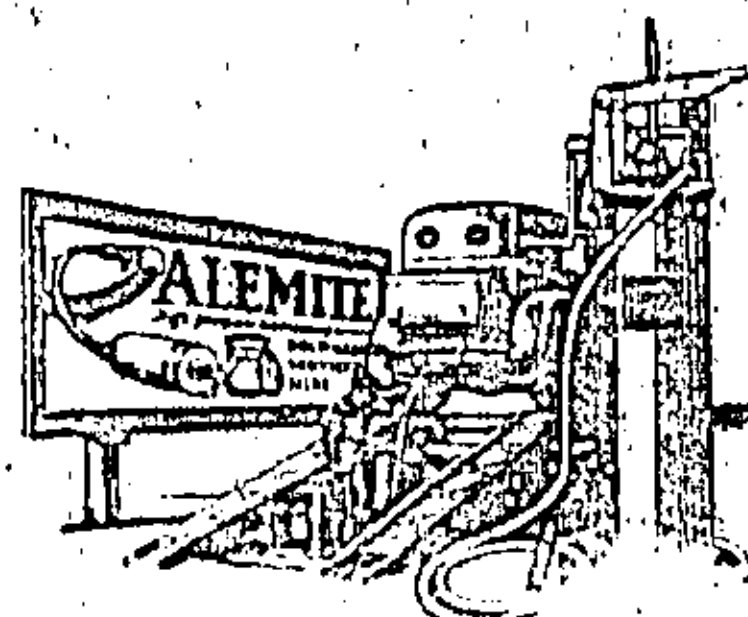
Our expert Alemite Lubricating service protects you against both. It puts an end to guesswork.

We flush out each bearing under 2,000 lbs. pressure. Force out the worn-out grease, dust and grit. Pack the bearings with genuine Alemite Lubricant.

Our Expert Lubrication Ends Squeaks —Cuts Repairs.

Drive in today and let us show you what a big difference it makes in the running of your car. Then let us explain our regular 500-mile service. It is a convenience you will appreciate.

Expert Alemite
Lubricating
Service



We are equipped
with the
Alemite 1-ton
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CAR THIEVES' 50 M.P.H.

Police Cordons Driven
Through.

NIGHT CHASE THRILLS.

Two men, barefooted and clothed only in pyjamas and dressing-gowns, took part in a motor-car chase of a gang of thieves along the roads between Sevenoaks, Kent, and London in the early hours of the morning recently.

The fugitives' motor-car, a four-seater, was driven so fast—it covered 26 miles in 33 minutes, more than 47 miles an hour—that although the police were called out along its route with the utmost promptitude to form cordons across the road they were powerless to stop it, having neither road barriers to lower nor motor-cars, or motor-bicycles with which to pursue it. The number plate was not illuminated.

The thieves were discovered in the garage of the Polhill Hotel, Halstead, near Sevenoaks, about 2 a.m. by the proprietor, Mr. E. G. Pansley. He heard a clatter, and from his window saw a motor-car outside with the engine running and two men in the lighted garage. One was inspecting the engine of a car, and the other, apparently, was about to dismantle the garage equipment. The men, and a third who was at the driving-wheel of the waiting car, were all roughly dressed.

Mr. Pansley shouted, and the men rushed from the garage into their car and moved off. He telephoned to the Knockholt police, two miles away, and roused one of the hotel men-servants and ordered him to get out a fast car from the garage. But before the two men, who did not wait to put on clothes or slippers, started on the pursuit, the escaping car had passed through Knockholt.

The police officer at Knockholt sent on the alarm to Bromley, seven miles away. When it was received 12 constables were in the police station changing night and morning shifts, and they went to the market-place at the double. This part of Bromley is a bottle-neck—an ideal position for a road barrier, as has been suggested in *The Daily Mail*.

The dozen police officers had just begun to erect a barrier with some road-repair equipment when the wanted car drove up at a speed estimated at not less than 50 miles an hour. The constables formed a line across the roadway, but the car was driven straight at them at even faster speed.

As they scattered, several policemen fell and were grazed by the wheels.

One policeman threw his truncheon at the car and it struck with such force that it rebounded and fell in the road. Only the driver and one passenger were visible afterwards, and it is believed that one of the men was hit and sank to the floor.

Another cordon of police from Catford was waiting for the car at Southend Pond, and the constables carried red lanterns to suggest to the driver that he was running into a traffic obstruction. The ruse failed, the car turning to the left off the main road into Beckenham-lane, 30 yards from the cordon.

It passed through Beckenham and Penge. At both places policemen attempted to stop it, but it dashed recklessly through their ranks. The car was next sighted at Crystal Palace-parade and at Tower Bridge, E. C., but from there all further trace of it was lost.

HEAVY TAXES ABROAD.

Most parts of Europe look on the automobile still as a luxury. In fact, the ownership tax rises to as high as 50 per cent. of the car's original cost.



It seems as though you just can't go joyriding without running into someone you know.

MOTOR CYCLE NEWS.

Lightweights.

[By Kenneth Fraser.]

Present discussions amongst motor cyclists as to the possible advent of the £20 motor-cycle brings to the fore the subject of the lightweight and its comparative advantages and disadvantages. There are two schools of thought diametrically opposed, each of which is quite convinced that it is right. The lightweight rider stresses such matters as the greater ease of handling, the smaller running costs, and so on, whilst the heavyweight man points to comfort in all weathers, greater staying power, and the ability to go anywhere on the heavyweight.

The prospective purchaser of his first motor cycle is apt to be confused, and if he is possessed of only little knowledge and experience may make a blunder, all motor-cycles seeming much the same to him. The lower price of the lightweight appeals to him, naturally, and he may quite possibly buy, expecting his machine to pull a heavy sidecar and indulge in strenuous touring work in all parts.

Of course there is no need for any argument as to the relative advantages of heavy and light motor-cycles, because they are intended to fill two distinct purposes. The heavy is for the man who may wish to go anywhere with a sidecar, complement of passengers, and baggage; the medium-heavy is for the same sort of work, only ridden solo; the lightweight is more for what may be described as jaunty or for town work. Not that the lightweight is any the less reliable, or any the less possessed of sound quality, than its more ambitious brother. But, obviously, it is possible to ask a lightweight to do too much.

The £20 Motor-Cycle.

It is open to doubt whether the £20 lightweight would be a success, and I base my doubts on this fact, that the man who is likely to want such a machine is just the type who normally wants a passenger outfit. The sporting solo rider, who takes no heed of bad weather, and thinks nothing of distance, goes out for the medium-weight solo; the lightweight is not his mount; he demands power and a certain degree of comfort, and neither of these can be got in the lightweight. I do not mean to say that lightweights are uncomfortable, but heavy going and long distances aboard them is not conducive to comfort. They simply are not designed and built for it.

The sporting solo rider, therefore, will not get what he wants for anything in the neighbourhood of £20. But the average, more easy-going motor-cyclist, wants a passenger machine, one that will take him and his passengers and their baggage on any reasonable touring route. And he will not get what he wants for the money either.

It would appear, then, that the demand for such a lightweight would come from an indeterminate class of motor-cyclists; those who use machines for business purposes, either for going to and from their offices, or for covering a fairly wide district in and about town where calls have to be made. For instance, they may perhaps use them for running out to tennis or golf, or for comparatively short runs in which the object is solely the run and the pleasure to be derived therefrom.

If a man is in the happy position of being able to keep two machines, then, of course, there is no argument; but the would-be rider who wants to obtain general utility with the least possible outlay has to consider all these things.

As for bringing new recruits into the ranks of motor-cycling, certainly the £20 machine would be very useful indeed. But I cannot help thinking that it would almost invariably be in the manner of a stepping-stone, the new recruit finding after a season at the most that he wanted something more powerful, whether for solo work or not. In any case, however, the lightweight at this price would serve a good purpose to motor-cycling. When it will come is another matter.

In a recent article I entered on the subject of the limit of lowness in price, suggesting that that limit was practically reached to-day. If I am wrong, and manufacturers can still further cut cost without appreciably lowering standards of quality, then, of course, good luck to them.—Ez.

GARAGES INCREASE.

Four out of five houses built in the United States last year had a garage to accompany it, reports the U. S. Department of Labour. A large number of the garages were of the multiple variety, to go with apartments. They cost an average of \$22 each.

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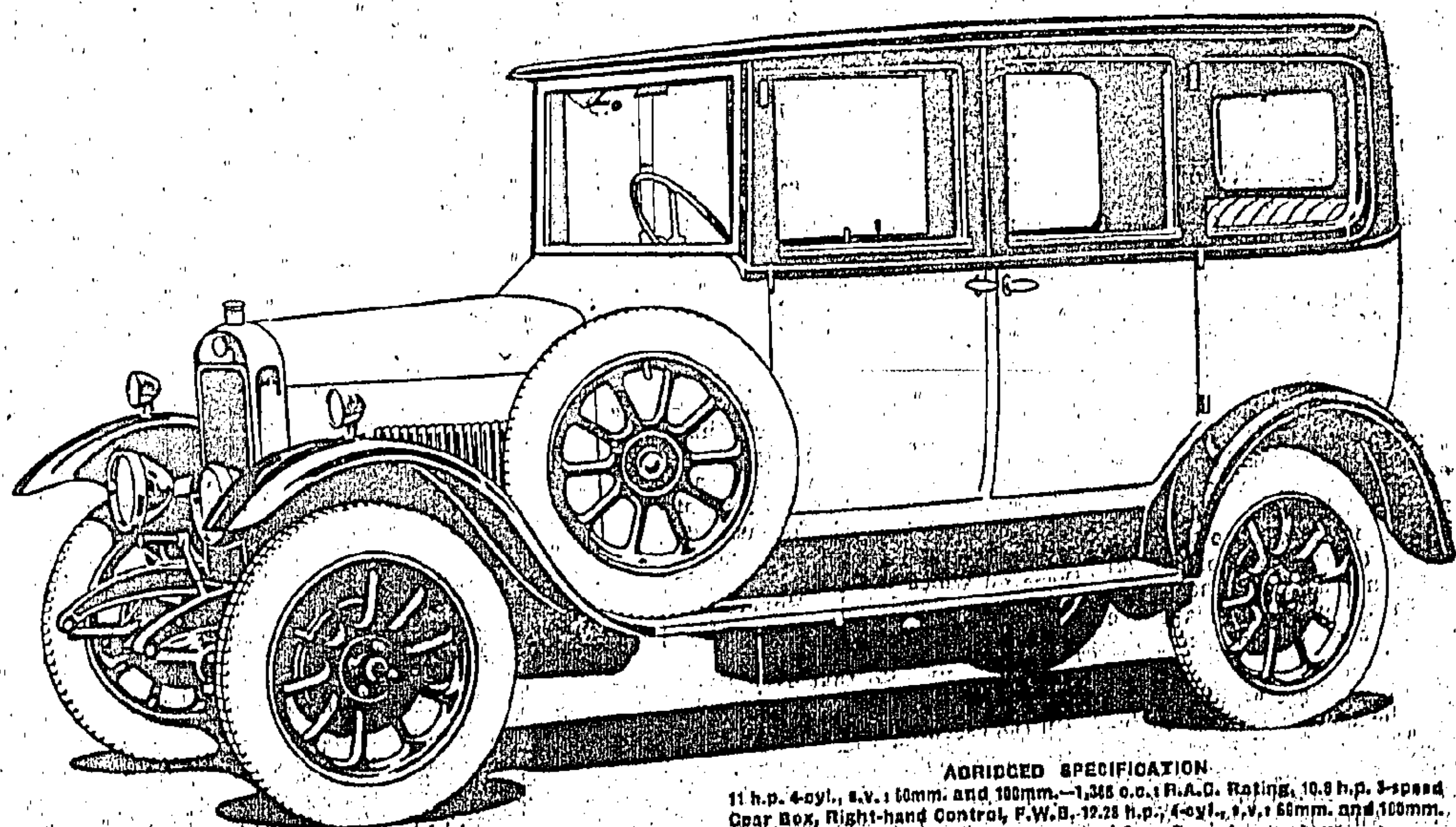
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—1,400 c.c. R.A.C. Rating, 11.5 h.p. 3-speed Gear Box, etc., as above.



MIXED GRILL

By Kenelm Collins Illustrated by Arthur Moreland

Spring cleaning out of the way, natty summer suitings are now claiming masculine attention. Unfortunately, it is very difficult to obtain any first hand information as to what the tailors and outfitters wish their victims to wear at Lords, Wormwood Scrubs, Epsom, the Evangelical Congress, and the Martinus hirings. However, there is an indiscreet whisper of the inside story of the great sartorial conspiracy hatched out by the nine tailors of Teoley Street, and the Federated and Medicated makers of Bifurcated "Reach-me-downs." Of utmost importance is the news that lies in future to be known as polychromatic neckpieces. This description, when properly used, will distinguish the discerning client (not customer) as a man of taste and fashion in "contradistinction to the country bumpkin who may have ignorantly wandered into the salon of a polychromatic neckpiece artist in search of a new cap for next year's cup final. Apart from the polychromatic revolution, male readers will be interested to know that jackets, waistcoats, trousers and even back studs, will still be worn. Raincoats will be seen when wet; they should be carried across the arm only when the weather is dry. Bathing costumes will not be worn in the city.

Some "Ads."

"Salesman wanted. Experience not wanted, but essential."
"For Sale:—Baker's business: good trade; large oven; present owner been in it for seven years; good reasons for leaving."
"Expert poultry-keeper will enter any egg-laying competition."
"Young man—30 years clerical experience; and work; willing to learn."
"For Sale:—A good young cow giving milk and furniture for two rooms."
"To Let." Window space for display by a lady with broad front. See it to appreciate it."

May Meetings.

The usual May meetings will meet in the usual places. The National Congress of International Housebreakers, Burglars, Crib-crackers and Allied Trades will meet under the Presidency of Mr. I. Winnit at Pentonville-Without. On the Agenda are resolutions of protest against (1) Continued maintenance of Police Force as an act of aggression against Constitutional Criticism in public crackers. (2) Increase in public locks, burglar wire traps and sinister devices designed to hinder members of I.H.B. & C. A. T. in their hazardous callings. Wee Loo Tu will bring fraternal greetings from the Hankow branch.

Interlude.

Black-bearded Door craveller tendering mysterious packet: "Are yer troubled with insect pests about the 'ouse?" Slippered Householder: "Yer the first!" Plonk!

Our Serial.

"She Would Wear Short Skirts" or "The Insurance Man Baffled" by Plato Welks. New readers begin here: Mr. and Mrs. William Parkinson of 99b, Clegg Alley are at home. Mr. Parkinson improving shoe-half penny handicaps; Emma, 14th daughter, lipsticking, is requested by Mrs. Parkinson (mother) to bring a pint of milk. Knock at door. Emma on hearing, told it is the Insurance Man; she faints, her head falling against silent pair of Russian bonts. *Instalment*

MUSSOLINI'S LATEST.

AWAITING THE VITAL MOMENT.

Rome, May 27. Speaking in the Chamber on the estimates of the Ministry of the Interior, Signor Mussolini denied the "stupid foreign assertions" that 200,000 Italians had been banished under the Fascist regime. The facts were that 1,527 common criminals had been imprisoned, 1,541 politicians had been warned, and 698 politicians had been banished to two islands, where each was paid ten lire daily. Some of them had written renouncing their anti-Fascist activities. No amnesty would be granted before 1932.

"I am convinced that although a ruling class may be in the course of formation, I must myself carry out the task of governing. The Italian nation is not yet born."

To Observe the Sun. Referring to foreign politics, he said two policemen, Great Britain and Italy, were keeping a watch to see that France and Germany



Two: Mrs. Parkinson's lips quivered, Mr. Parkinson picked up the newspaper to see if "Counted Out" was entered for the 230. "Don't stand there reading as if you were a Band of Hope superintendent," interjected Mrs. William Parkinson, "go and bring me a cup of water and then slip and get the pint yourself—and don't forget the insurance man's waiting." "Right oh," hissed Mr. Parkinson. Mr. Parkinson always hissed. It was, as he used to explain, the aftermath of his last attack of lumbago. Bringing a bucket-full of water, he took the jug from the table and proceeded to the door to save two journeys. "Good evening, Mr. Parkinson," says the shrill voice of a fair young man at the door. "Good evening, Bert. I thought ye were 'surance man," replied Mr. Parkinson with his usual sang froid. "That's all right," responded Bert Tintwistle. It was undoubtedly he. "I've come to wipe that 'ere joint."

Will Bert wipe the joint? Read next week's instalment for the plumber's thrilling escape, and Emma's lingering loyalty.

Answers to Correspondents.

Busy Bangolina, as Beethoven so beautifully puts it in p.61 and with sigh originality too R.I.P.; or as Porskin in his work on Greek Diphthongs so lucidly explains "Steady the Buffs."

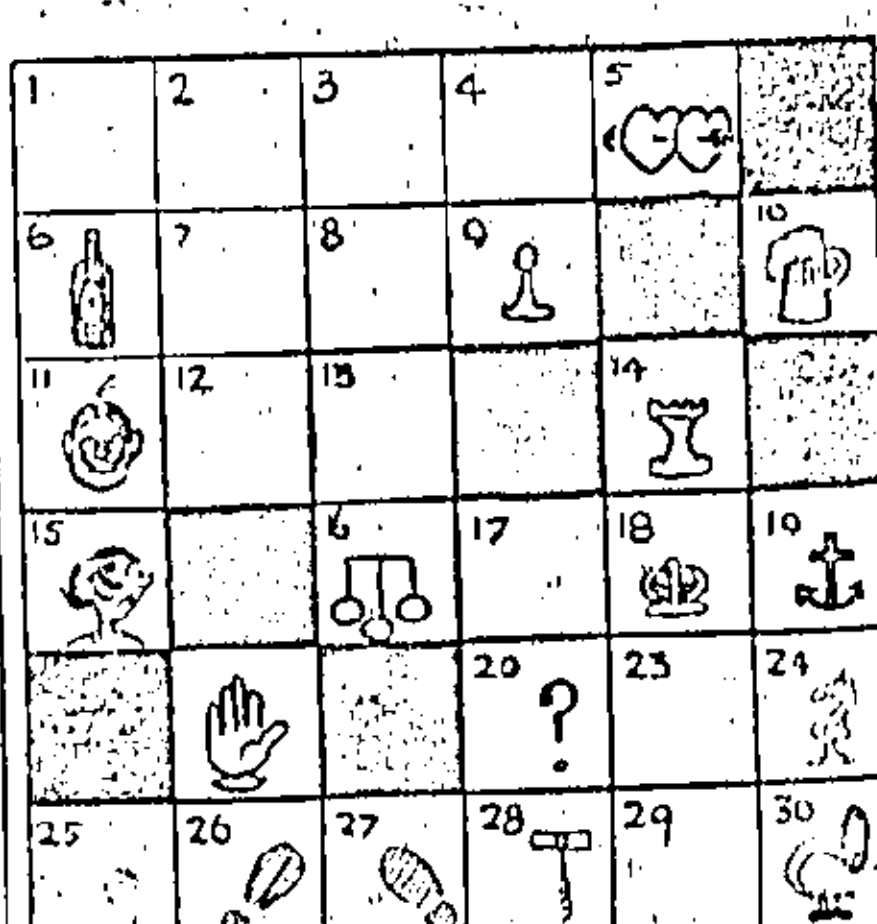
Gillie. Don't be impatient; forty years is not too long to wait for your boy if he really loves you. Keep your hair straight with plaiters, and trust him.

Hubby-Buffy. Never let your married life interfere with your private life. Better change your lodge than continue to sleep in plus-fours.

Prizes for Brains and Beauty.

A lemon-skin toque and nose-muff is offered to the first beautiful lady who succeeds in solving the following new cross-bore's puzzle. Entries accompanied by photographs and birth certificates of two grandparents must be forwarded to the Collector of Taxes under schedule D.

(Cross-Bore's Puzzle Illustration.)



- 1-4 An eagle.
- 5—Two hearts.
- 6-10 Against.
- 12-15 Move and mate in one.
- 16 Imps 57-16; Bats 7/4
- 17 Inman 4,000, Borstal Harriers 23 mins. 40 secs.
- 19 Liberal gain.
- 23-29 Black to move and win on points.
- 30 u.p. H20—2.L.C. (curtailed.)

kept their engagement not to attack each other. Italy's armed forces must be perfected, and she must be able at a moment's notice to mobilise and arm 5,000,000 men. The navy must be strengthened, and the air forces made so numerous that the surface of the wings of the aeroplanes would obscure the sun. Thus when the vital moment in European history was reached, between 1935 and 1940, they would be able to make their voice heard, and see that their rights were finally acknowledged. The Chamber voted by acclamation public placarding of the speech.—*Reuter*.

Nice.—Mr. Francis Steele, aged 63, a London visitor, has met his death in a remarkable manner while motoring, accompanied by several members of his family. A boulder fell from an overhanging cliff and struck him on the head, and he died from his injuries a little while later. Mr. Steele, whose home was in Wimbledon, was a former assistant general manager of the Westminster Bank.

ON ROAD TO RUIN.

EXCESSIVE SHANTUNG TAXATION.

BRITISH FACTORIES CLOSE.

The recent official notification regarding the increase of the provincial surtaxes upon tobacco and cigarettes from the former 20 per cent. to the 30 per cent. now in force as from May 10, has had the immediate results that were only to be expected. Taxation, if put in force heavily and increasingly by a Central Government throughout the whole of a great country is bad enough; but, with the import taxes upon tobacco and cigarettes as they now are, and upon that if we add the crushing surtaxes levied until recently by the provincial authorities, the manufacturers have been for some time facing an entirely impossible situation, comments the *Tsingtao Times*. Now comes this last and heaviest blow of all in the increase of the surtaxes by a further 10 per cent.

Looking at the situation from a purely businesslike and dispassionate point of view, the inquirer will come to the conclusion that only the divisions now rendering the political parties of the country could have brought the provincial authorities to the point of "killing the goose that lays the golden egg." Had one Government been in power taxation could never have been forced to soar to the hopelessly ruinous extent it has now reached.

Cigarette Co's. Action.

Exactly what has happened? The British Cigarette Co., Ltd., with the tremendous energies that the activities of this great Company has called into being at the Tsingtao Factory, has ordered it to come to a stand-still because the heavy taxation no longer permits it to carry on either profitably or even without heavy losses. Two thousand five hundred Chinese wage-earners in that hive of admirable industry are thrown out of work, and this fact means that, including the dependants of these factory people, ten thousand Chinese men, women, and children in Shantung who until now have depended for their livelihood upon the wages earned at the British Cigarette Co.'s Factory are now absolutely without means of financial support.

The loss of work to the industrial population is bad enough but there are other equally potent factors to be dwelt upon when facing this terrible state of affairs. It is one thing to encourage the opening of factories in a place, but when conditions become so bad, or so impossible, that they have to close down it is not easy to regain the confidence of the capitalists or the Companies to which they belong. The Company will be liable to consider very carefully before recommencing an enterprise, that has been bled white, not by voracious owners but by the over-taxation of the Government.

In dwelling upon these things we cannot but feel that the Provincial Cigarette Tax Bureau has not sufficiently considered the gravity of the situation they have directly brought about. It will mean that the Government, instead of receiving a splendid, sure, and dependable income from the industrial enterprises that have been developed so thoroughly in the Shantung tobacco world, will by the closure of the factory, lose their best, if not their largest, source of revenue.

False Argument.

It may be argued that after the import duties are claimed and after the 20 per cent. surtax plus the extra 10 per cent. surtax is paid, the manufacturer may then rest assured that he is free from further taxation. Nothing is further from the truth, because it is certain that he will be once again mulcted to the extent of having to pay all the surtaxes over again in other provinces. Under these conditions it is impossible for the manufacturer to carry on.

We have had no time to marshal detailed facts to place before the public regarding this matter, but the broad facts are sufficiently serious to warrant our urging the Administration of this Kiao Ao Commercial Port to take strenuous action in order to repair this gross error. There is yet time to place before the Provincial authorities a picture of what the outcome of this over-taxation will mean, not only to the manufacturer but to the people, the workers of the Shantung Province.

Lastly, there is the enormous loss that this closure of the factory must mean to the backbone of this country. We refer to the tobacco farmers of Shantung, and it will be apparent that our original modest estimate of the numbers of the factory workers who will suffer is but a moiety of the total numbers that will be affected directly and indirectly by the crushing out of this industry. Before the factories all close down, adds our Tsingtao contem-

SALT EMPLOYEES TO LOSE JOBS.

PEKING MINISTRY HAS NO MORE FUNDS.

WHOLESALE DISMISSALS.

More than two hundred members have been dismissed from the payroll of the Salt Administration, and another batch of copyists and clerks is expected to be discharged soon, according to information from Chinese circles in Peking.

When Mr. Tuan Yung-ping assumed office as director of the salt administration he decided to undertake a fundamental reorganization of the staff, believing this essential if the pay of the members is to be issued regularly. As this necessitated a considerable reduction of existing personnel of the administration, the news was received with great perturbation among the officials. They at once got busy and induced their influential friends to write to the director with the result that the latter received hundreds of letters during the two months he has been in office. This put him in a difficult position, but finally he decided to carry out his decision.

In order to save the face of those who are retained are written in a list issued by the director on Tuesday evening. The idea is that those whose names do not figure in this list are automatically relieved of their posts. The director says that the administration will hereafter be able to pay its staff regularly. The salaries of the staff have been in arrears for the past six months, despite the fact that the administration used to be regarded as a revenue-producing government department.

EMPIRE DAY.



Capt. C. H. Steele, M.C., A.D.C. to H. E. the Governor laying a wreath on the cenotaph on Empire Day. (Photo: Ming Yuen).

porary, we beg the authorities, though it be the eleventh hour, to reconsider their disastrous policy with reference to the taxation now placed upon tobacco and cigarettes.

HOW MUCH DO YOU KNOW?

TO-DAY'S QUESTIONS.

The following general knowledge paper has been taken from the *Daily Express*. Answers, for those who need them, will be found on Page 18 of this issue.

- 1.—What is "Beam Wireless?"
- 2.—Who was Tattycoram?
- 3.—What is the earliest record of the sale of matches?
- 4.—Where and what is Doctors' Commons?
- 5.—What is gavelkind?
- 6.—Who was the author of the line "The light that never was on sea or land?"
- 7.—What was "Poterloo?"
- 8.—What peasant girl became an Empress?
- 9.—What was the Black Death?
- 10.—Of what nationality was our first woman M.P.?
- 11.—What is the Quai d'Orsay?
- 12.—Who said, "And still it moves?"
- 13.—What was the date of the "Wonderful Parliament?"
- 14.—Who were the "Potwallopers?"
- 15.—What European monarch washes and kisses the feet of his subjects?

KING'S BIRTHDAY.

HAPPY VALLEY PARADE.

In connexion with the King's Birthday Parade at Happy Valley on June 3rd, the Jockey Club Stand has been placed at the disposal of H. E. the Governor and will be reserved for Lady Clement's party. Members of the Council and Heads and Assistant Heads of Departments.

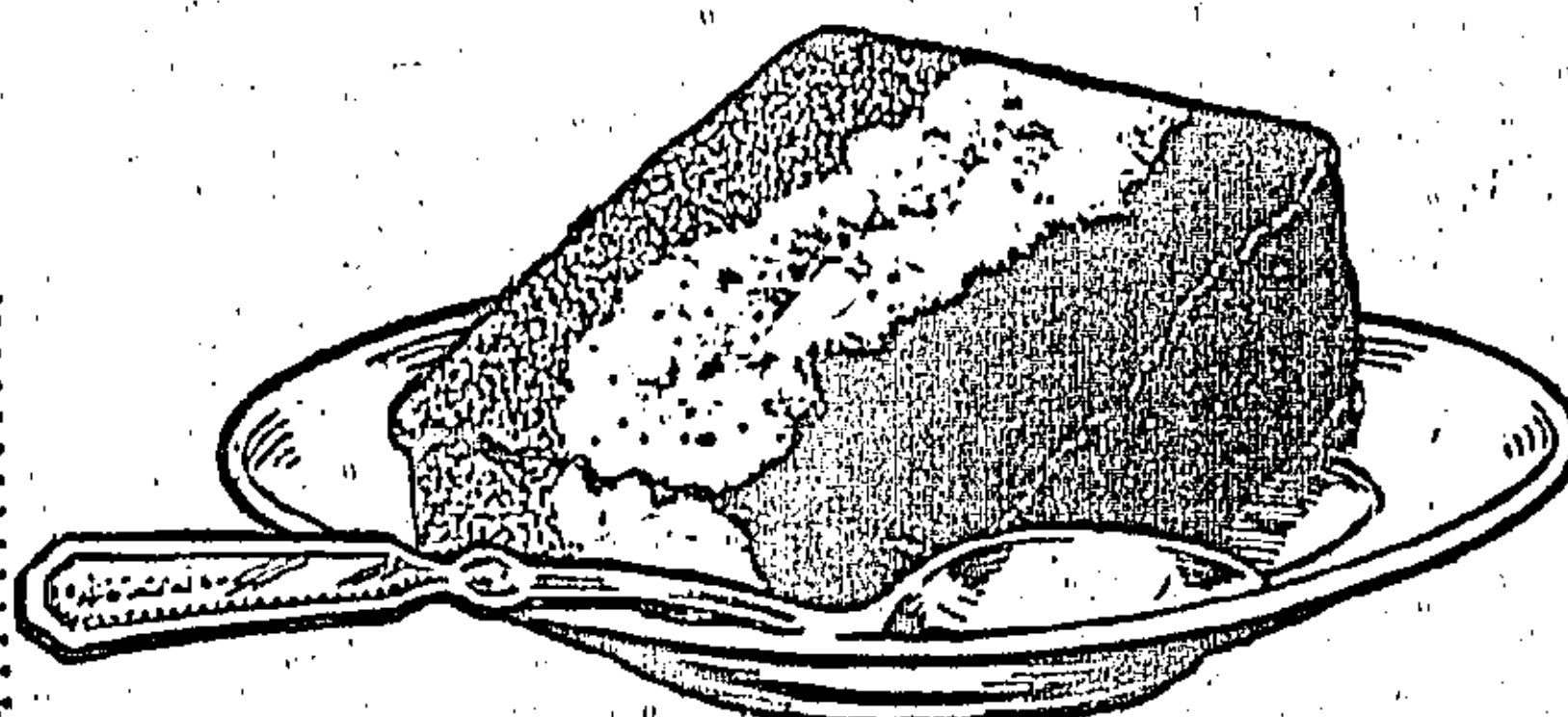
THE TYPHOON.

WEEK-END WEATHER PROSPECTS.

The Royal Observatory states that the typhoon at present appears to be stationary about 300 miles S.E. of Hongkong. No forecast of its future movements can be made. The Observatory does not forecast the week-end weather for Hongkong.

Romance is associated with a picture "The Lotus," to be hung at this year's Academy, the work of Miss Margaret Lindsay Williams, a Welsh artist. One afternoon, three months ago, Miss Williams was in a Cardiff cafe, when she noticed a young girl, petite and dark-haired, enter the cash desk. The artist studied the girl and afterwards suggested that she might sit for a portrait painting. Surprised and excited by the offer, the girl consented. Her name is Mabel Taylor, and the title the artist gave to her picture was "The Lotus." Miss Taylor, aged 19 years, has sleek black bobbed hair, beautiful blue eyes fringed with long black eyelashes, straight brows, and a creamy pale complexion.

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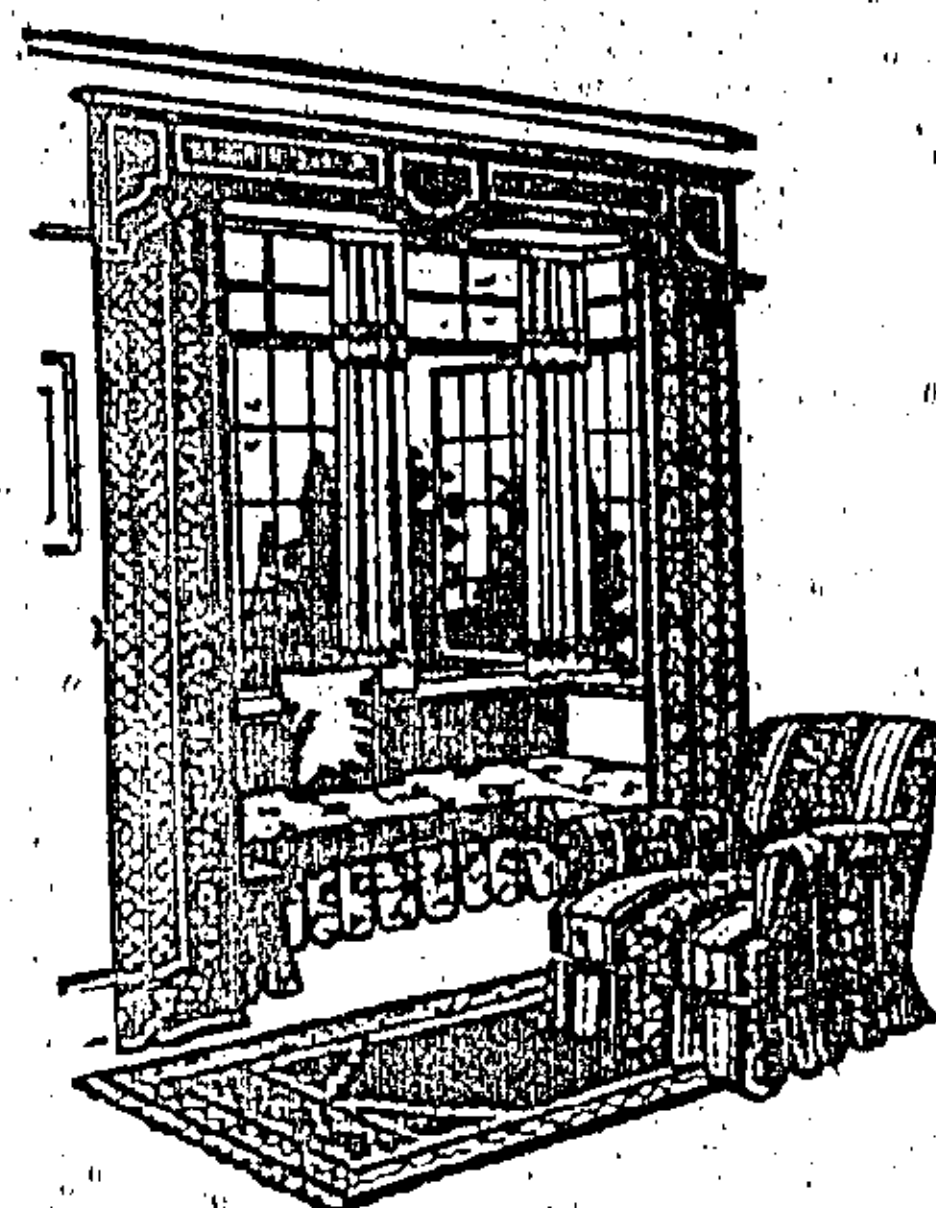
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"MAZELLA" Crepe Paper
Toilet Rolls **\$1.00**

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ALUMINIUM SOAP
BOXES. Take large
size bath soap. **\$1.00**

600 YARDS
STRIPED and CHECKED
GINGHAMS, 38" wide. **\$1.00**

350 ONLY
The "MARVEL" Bundle
of Assorted Tapes. English
make. **\$1.00**

400 DOZ.
LADIES LAWN
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2,000 YARDS.
ART CRETONNES in odd
lengths and designs,
31 ins. wide. **\$1.00**

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Pipe in various shapes **\$1.00**

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POLISHING DUSTERS.
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DUSTERS. **\$1.00**

2,400 ONLY
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3 Designs. 1pt size. **\$1.00**

3,000 ONLY
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15,000
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"THE TOPAZ"
Giant Shaving Stick Extra
Large Size. **\$1.00**

144 ONLY
GENUINE GILLETTE
SAFETY RAZORS.
Complete in Case with
One Blade. **\$1.00**

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MEN'S INDIA GAUZE
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100 ONLY
"SOEASY" POLISHING
OUTFITS in Brown or
Black. Complete with
Brush, Polish, etc. **\$1.00**

60 ONLY
BROWN ROCKINGHAM
TEAPOTS 1 pt. size. **\$1.00**

100 ONLY
GLASS WATER JUGS
Various Shapes. **\$1.00**

250 ONLY
WHITE CHINA TOAST
RACKS. **\$1.00**

600 ONLY
CHILDREN'S COTTON
VESTS. Low Neck. No
Sleeves. All Sizes. **\$1.00**

5,000
RELIABLE FOUNTAIN
PENS **\$1.00**

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POWDERS. **\$1.00**

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SEAMEN'S UNION RAIDED.

EARLY MORNING VISIT BY POLICE.

Strong action to curb the activities of the Seamen's Union was taken by the local police in the early hours of this morning when the premises of the Union in Des Voeux Road Central were raided.

Shortly after one o'clock a body of police, numbering about fifty and including European and Chinese detectives, appeared in Des Voeux Road from several side streets and made straight for the Union's headquarters. The police were accompanied by coolies who carried crow-bars, no doubt in case there was difficulty in gaining an entrance.

Little difficulty was encountered, however, and when the police reached the top of a flight of stairs the door leading into the Union's headquarters was opened by those inside. The raid was carried out with extreme smoothness and those in the premises at the time seemed little concerned with the police visitation.

No Arrests Intended.

About thirty people were in the two rooms used by the Union, the majority being asleep when the police entered. In the main the men appeared to be unemployed seamen, but one man believed to be an official of the Union was also on the premises.

Mr. T. H. King, Director of Criminal Investigation, was in charge of the raiding police and he explained to the man believed to be an official that the Seamen's Union had been proscribed. The man was handed copies of the Government Gazette containing the notice. He was also told that no arrests would be made and that those on the premises would be at liberty to take away their personal property after they had been searched.

Meanwhile police officers conducted a thorough examination of the premises, interpreters taking the names and occupations of all found on the premises. After personal searches had been made belongings claimed by the seamen present were also examined.

Signs To Be Destroyed.

An S. C. M. Post reporter present at the time learned that after the personal searches all property found in the Union's premises would be examined, nothing except personal property being allowed to be removed. Numerous desks and cabinets indicated that there were a considerable number of documents on the premises and these will be examined at a later date.

It was also understood that badges and certificates of membership would be confiscated, those present being warned that such tokens of membership in the possession of seamen rendered them liable to police attention.

For some hours the scene inside was a busy one, and it was expected that the preliminary work would last until a late hour this morning. It is expected that the signs, which include a red one, outside the building will be destroyed and that all traces of the

CRICKET.

AUSTRALIAN TOUR OPENS IN MALAYA.

(Our Own Correspondent.)

Singapore, May 27.
Playing in the first match of the Australian tour in Malaya the Singapore Cricket Club were dismissed for sixty-eight runs.

The Australians had compiled 332 for eight wickets at the close of the play, W. M. Woodfull contributing 140 and T. J. E. Andrews 74.

existence of a Union headquarters removed.

Despite the hour a large number of Chinese gathered in Des Voeux Road while the raid was in progress, betraying a marked interest in the proceedings.

Communist Propaganda.

The police action followed the publication in yesterday's Government Gazette of the fact that the Chinese Seamen's Union had been proscribed. It is provided in the Societies Ordinance that the Governor-in-Council may order the dissolution of a society whenever it appears to be used for an unlawful purpose or for purpose incompatible with the peace or good order of the Colony or when the actions or proceedings of society are calculated to excite tumult or disorder in China.

It is common knowledge that the Chinese Seamen's Union has been engaging in political Communist propaganda for a long time, and has been behind much of the trouble which the Colony has had to face in recent years. This is not the first occasion on which it has been proscribed.

It will be remembered that during the seamen's strike of 1922, the Government then took similar action but the order was later withdrawn in order that a peaceful settlement might be arrived at. That a big mistake was made on that occasion was generally admitted, for the Union has since been most active in attempting to foment strikes in the Colony.

Leaders Disappear.

The Union played a very important part during the boycott and on two occasions attempted to bring about general strikes, which, happily, did not succeed. More recently, the Union was behind the trouble in connexion with the Kinshan incident.

The leader of the Union at present occupies a position in the Hankow Government, and it was announced in the S. C. M. Post a day or two ago that following insistence by the Canton Government that the Union be reorganised, a circular had been distributed announcing that it was proposed to transfer the headquarters to Hankow. A number of the leaders have since left Canton, and it is understood that several of those who were prominently connected with the Hongkong branch have also disappeared.

It is rumoured that a reward of \$500 has been offered by Canton for the arrest of the leader of the Union.

MUSIC AT KOWLOON DOCKS.

THE SCOTS GUARDS' PIPE BAND.

The efforts of the Kowloon Docks United Services Club are meeting with richly deserved success. For many weeks past, men belonging to every branch of His Majesty's Service have been taking advantage of the facilities offered to bathe at the splendid beach east of Kowloon Docks. While at the water the men have the use of a specially constructed bathing shed and, after their dip in the sea, are catered for in the way of light refreshments in a separate building. Already several service bands have contributed to make the visits of the men enjoyable but, in addition, we understand that this afternoon the Pipe Band of the Scots Guards will play selections. This feature should prove most enjoyable the more so as it will be accompanied by a gymnastic display contributed by a party from H. M. S. Hermes. These two features will take place between the hours of 5 p.m. and 6.30 p.m. and will no doubt prove a great draw. The staff and allied lady workers in connexion with this scheme of serving the services with clean and health-giving enjoyment and exercise deserve the hearty thanks of all concerned.

LAWN TENNIS.

CHINESE TOO STRONG FOR INDIANS.

One of the most important matches in the League was that played between the Chinese R. C. and the Indian R. C. on the former's ground yesterday afternoon, the hosts proving their superiority by a margin of 16 games.

The full scores were:
Ng Sze-kwong and C. Choa beat S. H. Ismail and J. A. Cassumbhoy, 8-3; beat H. D. Kumjahn and I. M. Razack, 8-3; beat S. A. and A. H. Rumjahn, 6-5.

M. W. Lo and Yew Man-kit, lost to Ismail and Cassumbhoy, 5-8; lost to Rumjahn and Razack, 3-8; lost to Rumjahn and Rumjahn, 5-6.

M. K. Lo and Ng Sze-cheong beat Ismail and Cassumbhoy, 7-4; beat Rumjahn and Razack, 7-4; beat Rumjahn and Rumjahn, 8-3.

Totals: Chinese R. C. 57, Indian R. C. 42.

Club Championship.
After a hard and fast game S. E. Green beat G. W. Sewell in the Championship of the Hongkong Cricket Club yesterday afternoon in three sets. Although Sewell failed to take a set he gave Green much to think about and took the match to no less than 44 games.

The score in favour of Green was: 13-11, 8-0, 0-0.

A thousand boys and girls, each armed with a long steel-tipped bamboo pole supplied by the Office of Works, mustered in Hyde Park in mail week and attacked the cocoons in which the eggs of the vapourer moth hatch out into unpleasant little grubs. There were contingents of the Boys' Brigade, Boy Scouts, Church Lads' Brigade, Boys' Life Brigade, Girl Guides, and boys of Dr. Barnardo's Homes. In future "Cocoon Day" will be on the first Saturday in October, and it is proposed to make the first Sunday in May "Mosquito Day."

CANADA'S FOLK SONGS.

THIS MONTH'S BIG FESTIVAL.

Quebec.—A festival of Canadian folk-songs and handicrafts was to be held at the Chateau Frontenac under the auspices of the National Museum of Canada, May 20 to 22. Dr. Marius Barbeau, of the National Museum, was in charge of the arrangements.

The songs were to be sung by professional musicians and by local singers famous for their knowledge of traditional airs; the last include Mme. Leblond, of Ste. Famille; Mme. Plante, of St. Pierre; Mme. Napoleon Lachance, of St. Pierre; Mme. F. X. Clmon, of Baie St. Paul; Mme. Jeanne Bouchard, of Eboulements, and Mme. Napoleon Lord, of Ste. Marie Salomee. Francois Saint-Laurent and Joseph Ouellette, two famous fishermen, travelled all the way from Ste. Anne des Monts to be heard in the songs of the sea.

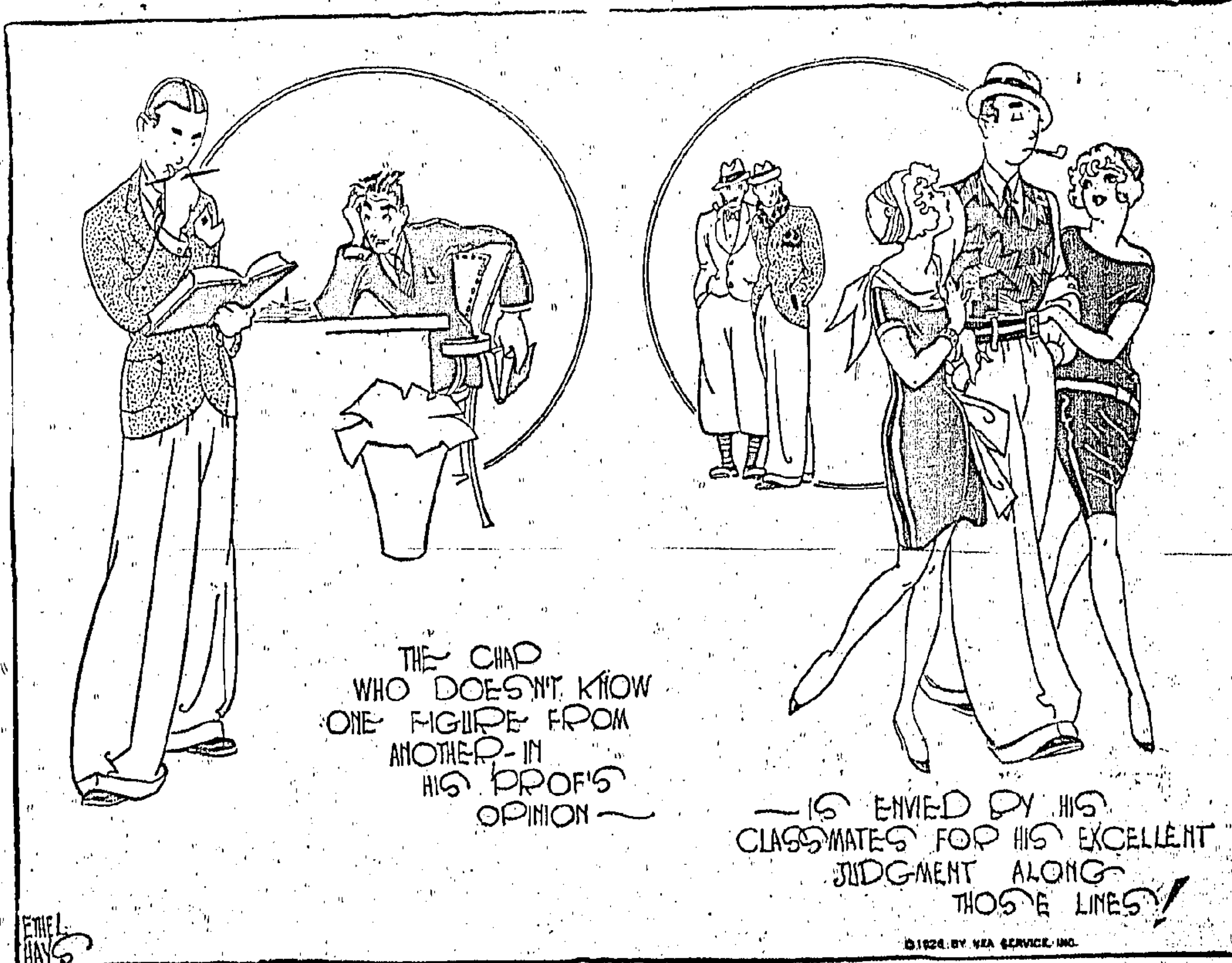
Many of these songs are four or five centuries old and were brought to Canada by the early explorers and voyagers of old France. The soldier settlers handed down their ballad music from generation to generation. The lute and the viola disappeared, but the fiddle remained. This music is the first white man's music recorded and still sung in North America. They are the same songs that were sung by Jacques Cartier's men on the St. Lawrence in 1534; by Champlain on Lake Champlain in 1609; by Nicolet, when he reached Green Bay, Wis., in 1634; when La Salle discovered the Ohio River in 1670, and when Marquette and Joliet discovered the upper waters of the Mississippi in 1673.

These are only a few examples of their early penetration. Four thousand melodies have been collected and recorded in the National Museum at Ottawa. Mr. J. Murray Gibson has selected and translated a number of these Canadian folk-songs.

The settlers who came to Canada 300 and 400 years ago were from various French districts in the centre and northwest provinces of France. Most of these songs were composed by some gifted musician several centuries ago and have become the property of the people through oral usage. The scales used in some of these old folk-songs belong to the Dorian and mixolydian modes. The church was instrumental in preserving interesting Noels and hymns.

A series of recitals were also to be given to demonstrate the possibilities of Canadian folk-songs for the concert platform. Rodolphe Plamondon, tenor, late of the Paris Opera; Mme. Jeanne Dusseau, soprano of the Chicago Opera Company; J. Campbell McInnes, baritone soloist with the Philadelphia, Chicago and Cleveland orchestras; Mile Juliette Gaultier de la Verendrye, formerly of the Boston Opera, singer of Canadian and Eskimo folk-songs, and Charles Marchand, chansonnier of Montreal, was to appear in varied programmes. The Hart House Quartet played arrangements of Canadian melodies. The choir of St. Dominique of Quebec were to be one of the features of the festival.

HIGHER MATHEMATICS.



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LUNAR MYSTERY.

MOON'S DEFIANCE OF
NEWTON'S LAW.

To determine beforehand exactly where the moon's shadow will pass over the earth during a total eclipse of the sun is an exceedingly difficult problem, the solution of which depends on an accurate knowledge of the position of the moon at any moment, writes an *Observer* correspondent. At Greenwich Observatory the moon's position in the sky is constantly being measured, but when the observed positions are compared with those calculated in advance by Newton's law of gravitation, there are always inexplicable discrepancies. Many eminent mathematicians have worked at his problem in an endeavour to discover the unknown force which apparently prevents the moon obeying the law of gravitation, but so far none has quite succeeded.

Professor Brown, an American mathematician, has come nearest to success, and the map prepared jointly by the Royal Astronomical Society and the Royal Society showing the belt across Wales and Northern England, inside which the sun should be totally eclipsed on June 29, was prepared by applying Professor Brown's corrections to the moon's position.

But even Professor Brown's lunar tables fail to correct the moon's error with sufficient accuracy to permit a definite prediction concerning the exact limits of the belt of totality during the coming eclipse, (June 15, not visible in China), and the lines marked on the eclipse map show only approximately the central line and the northern and southern limits of the moon's shadow. The error in the positions of the lines is, however, barely a mile, and recent observations of the moon at Greenwich suggest that by that distance the track of totality, as shown on the ordnance survey map, should be shifted northward. The width of the shadow on the earth will be about twenty-eight miles in North Wales and some three miles wider on the East Coast.

This will mean that to see the total eclipse those who intended standing on or near the line of the southern boundary of the shadow must go a little further north, and a similar change of position will be necessary to enjoy the maximum duration of totality in the centre of the moon's shadow. But it will only be possible to determine with accuracy the limits of the shadow zone when the eclipse takes place, and the most important task of the astronomers watching the eclipse will be to determine to a fraction of a second the times of the beginning and ending of the eclipse, as the data thus obtained will help towards a solution of the problem of the moon's erratic movement.

BRITISH FILMS.

WHAT IS HINDERING
PROGRESS?

As reported in the *Evening Dispatch* recently, at a conference of girl club members at Edinburgh, one girl suggested the desirability of supporting British films, and her remarks were loudly applauded.

British films form but a small proportion of those shown at the picture houses, however, and although there has been unusual activity among British producers during the last two or three months, much remains to be done before Britain can claim a film industry worthy the name.

Miss Gladys Jennings, who recently played the lead in a new production in London, "Lady Godiva," which will be released shortly, is of the opinion that better British films are necessary if the difficulties facing the industry are to be surmounted.

"Better films are required and this means more money," she told me. "It is necessary, too, that the money should be in the right hands. I believe that we have the talent here, but there is little organisation. The American film industry has a wonderful organisation; the actor or actress with talent, therefore, has an opportunity to prove his or her ability."

"There's one other point which I think affects the matter. It is a mistake to suppose that a successful stage actress is necessarily suited to film acting. Doubtless, stage stars are a draw—for a time—at any rate—but the stage and the films have a different technique, and the sooner this is realised the better for British films."

Different Qualities.

"They don't make this mistake in America. Personally I've been on the stage as well as the films, and can speak from experience. The qualities required in these two spheres are different."

The same point was stressed by Miss Gabrielle Moreton, when I saw her at the Walthamstow studio of British Filmcraft, where she is playing the leading part in "The Man with the Iron Mask."

While there, I took the opportunity to discuss the question of British films with Captain Bannfield, the producer. He has just returned from a visit to Hollywood where he has studied conditions at first hand.

"We have to create the organisation which will enable our promising younger players to make the most of their abilities," he said. "It will not be an easy or quick job; but it can, and must be done."

"People who wonder why more is not heard of British film stars do not always realise that we have no stars in the American sense of

the term. We have players of real ability; but they cannot become stars in the accepted sense of the term until they have greater opportunities.

"It is our work to build up the organisation which will make this possible. There is greater interest in everything connected with British films than ever before, and I believe that out of this lively interest will come a real move forward of benefit to all concerned."

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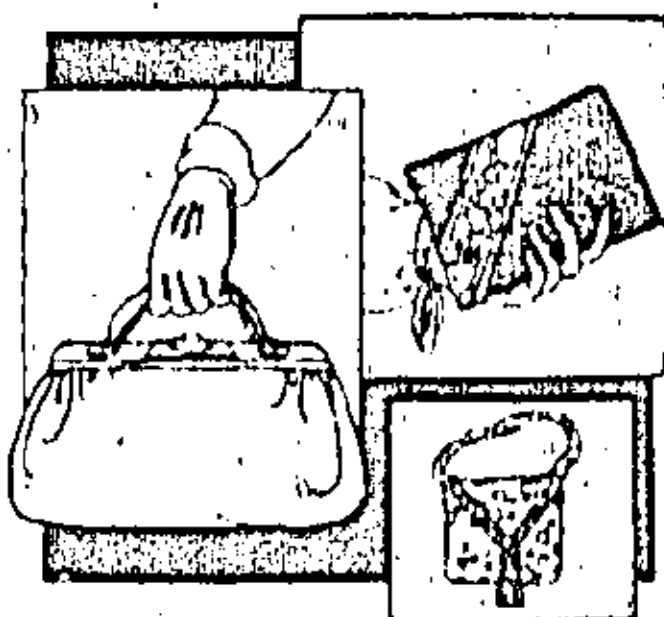
For COFFEE and
COOKING PURPOSES.



ABOUT HANDBAGS.

New examples of bags are charming, and few women are likely to complain of lack of variety. Shape and colours seem to be changing just now, but the handled bag and the flat pochette are equally fashionable.

Shagreen is as much used as ever for the dainty bags kept for smart occasions. Blue is a popular colour, and was chosen by the Queen when she bought one of these flat pochette bags at a recent exhibition.



The afternoon bag is generally quite flat and can be carried easily in the hand. Either satin or moire is used for it, and black is considered smarter than a colour, although there is quite a demand for honey shades. The surface is almost completely covered with brilliant embroideries in Chinese design.

Then comes the bag for evening use, and this is the daintiest little trifle imaginable. Flat, and only sufficiently large to hold a handkerchief and a powder box, it is covered on both sides with diamante. Sometimes pale colours, like lilac, mauve, blue or rose pink are used, but more often than not the diamante is of the crystal type, and the woman carrying the bag seems to have a handful of diamonds. The little gold and silver beaded bags are not nearly so popular as they were, one reason for the change being that gold and silver beads tarnish so easily.

GLITTERING EFFECTS.

LOW NECKLINES.

"Say it with spangles" when it comes to evening fashions and you can't go far wrong. Unless you believe yourself to be sufficiently youthful and slender to wear the tulle robe de style with its slender bodice and full skirt you had better go in for sophisticated glittering effects.

There were many sheaf models, entirely covered with glittering beadwork and crystal fringed skirts, robes made of solid sequins, ombre-shaded spangle gowns of straight "lines and gowns" with plain bodices and tiered, beaded-fringed skirts.

Even accessories carried out the sparkling effect. Heels on silver slippers were made of brilliant and slipper borders and straps were also outlined in brilliant. Even stockings in some instances were clocked in brilliant. Evenings bags continue in small, square envelope shapes of rhinestones in colour harmony with the gown.

Sequin wraps are the newest idea in the spangle mode. Getting back to evening gowns, we note that neck lines are decidedly low cut at the rear, having the deep U-shaped or triangle décolletage or the centre strap which attached to a band which extends about the back of the neck and ends in straps holding up the bodice in front. Showing as much of the spine as possible seems to be the main idea in décolletage.

THIS WEEK'S RECIPE.

TUTTI FRUTTI ICE CREAM.

Two cups milk, three egg yolks, quarter teaspoon salt, three-quarter cup sugar, one teaspoon vanilla, two cups cream, quarter cup seedless raisins, quarter cup candied cherries, quarter cup candied pineapple, one-eighth cup citron, one-eighth cup orange peel. Scald milk in double boiler. Beat egg yolks, salt and sugar together and add scalded milk. Return to boiler and cook until mixture coats the spoon, stirring constantly. Add vanilla and cream. When cold turn into the freezer and when partly frozen, add the chopped raisins, cherries, and pineapple.

EXCELLENT EATABLES.

JOY-JELLIES.

A pyramid of prettily coloured crystallised fruits, all embedded in a shape of scarlet or yellow jelly, makes one of the daintiest and most attractive sweets imaginable. It is very easy to make, and may be prepared some appreciable time beforehand, and kept in a mould until required.

Fruit in Jelly.

Choose a fairly deep mould, and wet it with a little cold water. Pour into this a small quantity of liquid jelly, and when it begins to set, put a few preserved cherries, small crystallised plums, and three or four quarters of preserved oranges. Add more jelly and another layer of fruit when it is nearly set. In the same manner, arrange a layer of grapes, and then more cherries, and liquid jelly, until the mould is nearly filled. Cover the last layer of jelly with crystallised violets, and fill the mould with jelly. Put the mould into a bowl of broken ice if the sweet is to be eaten immediately. It will then set in a few minutes.

When firm, place the mould in a basin of hot water for a few seconds, and turn it out into a glass dish, when it will be ready for use.

Grape Jelly.

A very pretty effect is obtained by putting a few preserved cherries in the first layer of jelly, and then holding a bunch of black grapes, stem upwards in the mould while liquid jelly is poured around it. When nearly set, spread more cherries over it, fill with jelly to the top of the mould, and set aside to become firm before turning out.

Layer Jelly.

For this you will require a large packet of white or lemon block-jelly. Dissolve it in the usual amount of water, and add a little gelatine to stiffen it. Divide it into two or three equal quantities, and give each a distinctive colour and flavouring. Red may be obtained by the use of cochineal, and should be flavoured with strawberry essence or port. White is secured by whisking three dessert-spoonfuls of cream into clear jelly. Green jelly may be flavoured with maraschine essence.

Rainbow Effects.

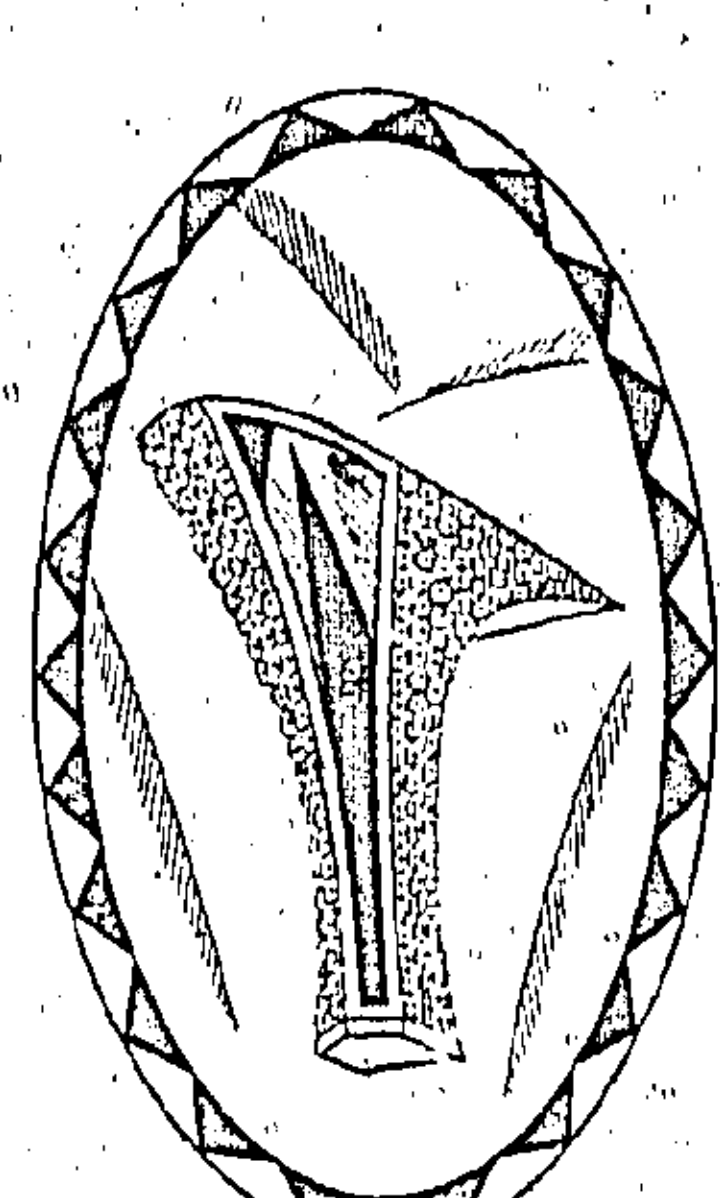
Pour a layer of red jelly in a mould and when this is set add another of lemon. In this way, fill the mould with inch-deep layers of different colours. Turn out on a dish when set.

Shoes may come and shoes may go, but the same jewelled heels, and the same jewelled buckles, if they are at all valuable, are used on them all. The jewelled heel costs far more than the shoes, and when one dances at all strenuously it is possible that a new pair of the fashionable beige or gold satin shoes will be needed every week. The new dancing steps cause the shoes to be rubbed badly at the sides. So girls who have to be economical in this respect now transfer their glittering heels as they renew their shoes.

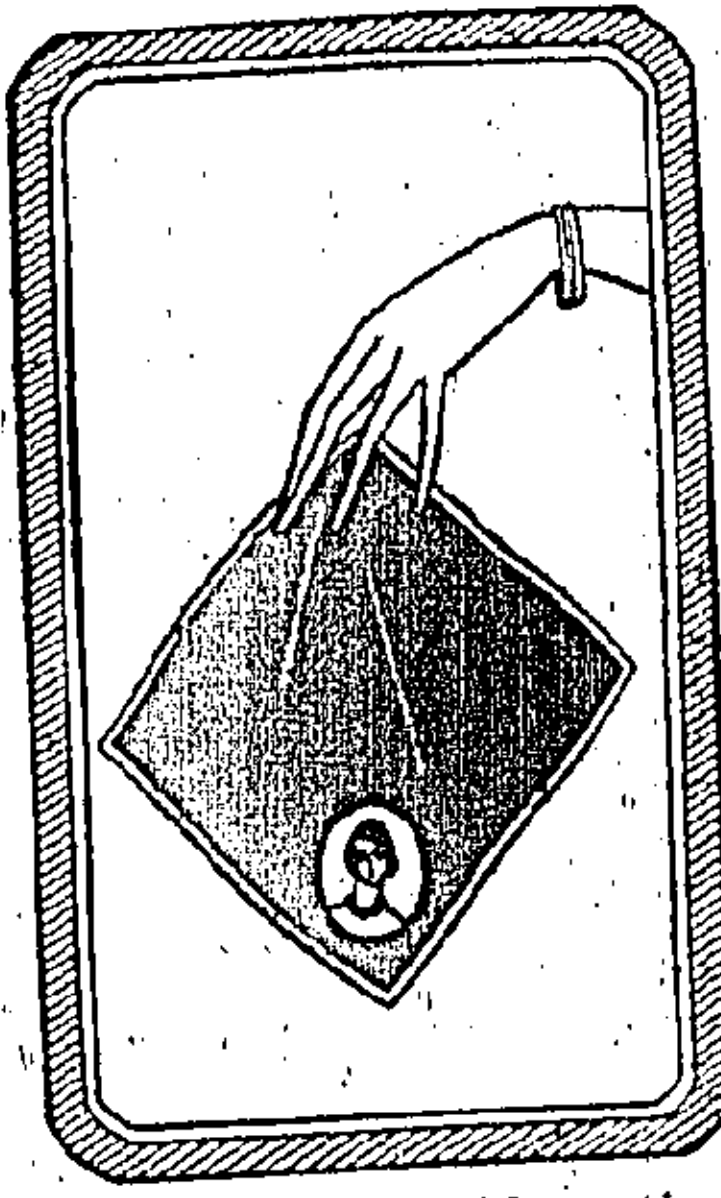
Chiffon dance frocks with skirts elaborated with gathered horizontal or diagonal tiers, petaled ruffles, floating drapes or loose shoulder panels are forerunners of the Spring mode. Reds ranging through pink, rose and tangerine tints are extremely popular. Black chiffon and lace combinations posed over flesh-toned slips are also represented. White continues its usual Springtime popularity. Animated chiffon frocks will be favoured above more ornate beaded models as Spring advances.

The vogue for buttonholes of artificial blossoms fashioned from silks and other materials is likely to be rivalled this season by jewels which simulate fruits so delightfully. A bunch of jade grapes, or one big amber pear, is a pretty decoration. Magnificent was the crystal pear displayed at the Exhibition of Applied Arts: it was admired by many women, who are thinking of changing their rubber and silken roses for buttonholes which have more "sparkle" in them.

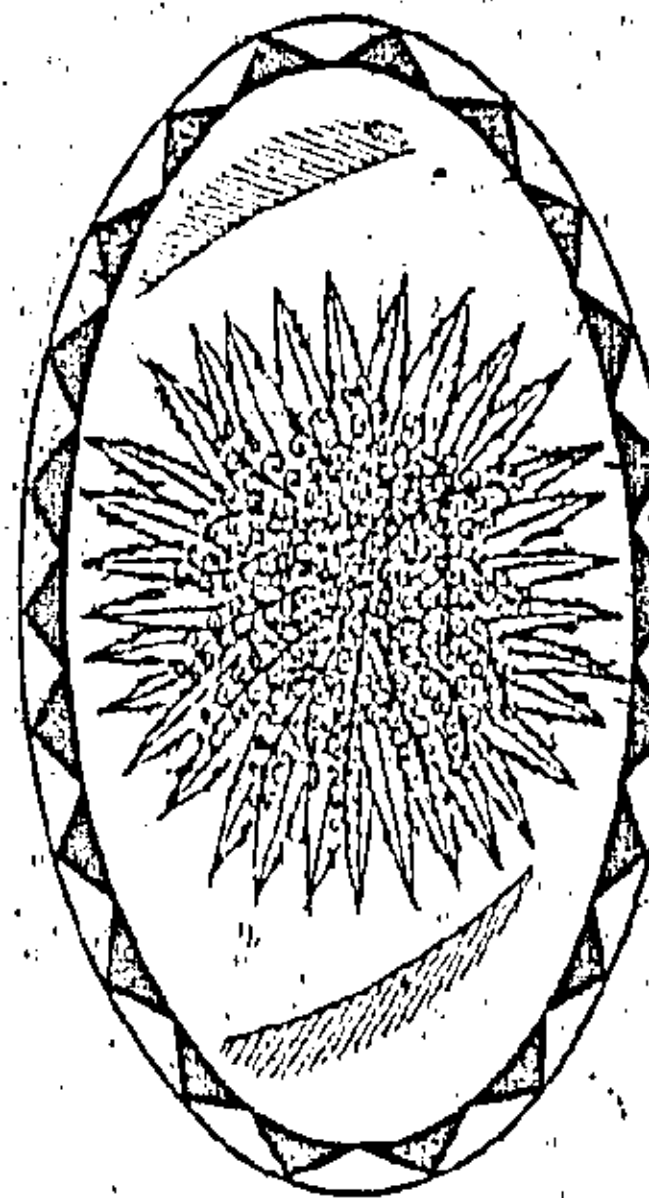
Pins large and small are found on hats, frocks, scarves, and even ornate handbags. They are to be seen on hats, arranged severely straight up the front, perhaps to hold a brim, or to crush a soft part of the crown into place, and this pin may be of crystal, brilliant or marcasite. On dresses, the same pins, in immense sizes, will hold back a side drape, or mark the tip of the V décolletage at the



This new rhinestone heel with mirror inset strikes a new chic note in the evening mode.



A red handkerchief has a tiny, rolled white hem and a diminutive miniature with padded head and hair of strands of yellow silk.



A charming spring corsage of tiles of the valley is made of feathers.

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN.")

London, April 14.

I have had specially sketched for you a charming tennis frock—quite Wimbledon Centre Court! (I hope after this I shan't get enthusiasts writing in and criticising the racquet or anything technical about the picture. All I know is that the frock is right!) Bows my artist assures me, are to be very much worn this season; but that is more or less by the way. The jumper-frock depicted here—with allows freedom of action, and is made of heavy white crepe de chine. The neck is cut square—another fashion of the season—and the binding and bow naturally match the head-band, as also will the jumper accompanying the frock, but not shown here. If you select a crepe de chine not too cheap, you will reap the benefit, because it will look well, and wash and wash again.

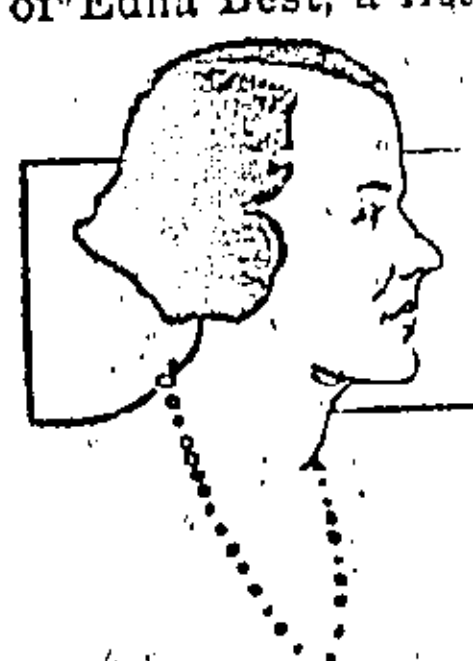
Try This!

"This" is a very ordinary little idea, of which possibly you have heard; but we must be ordinary sometimes, and as it is a nursery suggestion, perhaps it is advisable not to be too extraordinary. Sometimes I am sure you have had a substantial piece of Madeira cake which "hung"—possibly at a time when there has been a festivity, and other more attractive commodities have been to the fore. Just take this cake and cut it into small squares; place them in a deep dish and moisten with a little milk (or

sherry, should it not be for the nursery). Then make an ordinary custard and flavour it with ratafia and pour over the cake. Stick a few blanched almonds in the top, and you have a most attractive trifle which will afford a welcome change to the sponge-cake variety. For those who love jam, a little can be placed sandwich fashion, between the layers of cake, but in this kind of trifle the jam is by no means essential as the cake has more flavour in itself than the sponge-cakes ordinarily used.

Is That So?

This week, our picture is of Edna Best, a little lady who, by her exceptionally brilliant acting has definitely placed herself beyond the necessity of advertisement—and that is why I do not hesitate to mention her in these columns! She is playing the part of "Tessa" in the dramatised version of Margaret Kennedy's remarkable novel, "The Constant Nymph", and "All Concerned" have managed to negative the idea that a dramatised novel cannot be a great success, for nearly every night I see the "House Full" boards (the playwright's dream!) outside the theatre. Edna Best is



FOR SPORTS, AFTERNOON AND EVENING WEAR.



A charming and effective tennis frock in heavy crepe de chine edged with a colour round the neck and terminating in a bow of the same colour.



A robe de style in chiffon taffetas or organdi. The uneven hem line is a popular feature this season.



A dress of charming simplicity in printed crepe-de-chine. The cuffs and the fold at the neck are in cream georgette while the tie repeats the chief colour note in the design.

NEW ROYAL HOME.

"DUCHESS" INFLUENCE.

No house in London has created so great and wide an interest this spring as No. 146, Piccadilly, which is being prepared for the Duke and Duchess of York on their return from the Australian Tour. The Queen is greatly interested and has paid a few visits to see how the work is progressing.

A Love of the Old.

In the decoration and replanning of the house, everywhere progressive and modern ideas can be seen in conjunction with a love for the old and the picturesque. While everything has been planned on the most hygienic lines, the hardness of tone given by ultra-modern fittings and equipment has been subdued and there is the soft effect of open coal fires, skilfully illuminated candelabra, lace curtains, cushioned chair—and everything generally which gives the real atmosphere of home.

One can definitely trace the influence of the Duchess in the soft pastel tints of the colouring, the delicate contrasts, and the simplicity of designs which are to be the background for the dark handsome furniture, mainly mahogany, which has been moved from their former home at White Lodge, Richmond.

What strikes one most of all, however, is the outstanding part the ceiling and doors will play in the scheme of decoration. The walls more or less will be plain, enriched with panels outlined in gold; but the friezes and ceilings are a panorama of gold designs against a wonderful blending of delicate shades.

A Regal Air.

The drawing-room is a fine room with a regal air, which is heightened by lavish gold enrichment and a magnificent crystal-and-gold candelabrum suspended from a gold cluster in the centre of the roof. The walls are a soft cream shade with a frieze of mauve, giving bold relief to classical dancing figures also wrought in gold. The ceiling, like the walls, is lavishly panelled in like the walls, is lavishly panelled in pink, with gold embossings, while the panels of the doors are wrought with an heraldic design of gold on a pink background. In brief, the drawing-room is at once splendid and a triumph in artistry. It is on the first floor and overlooks the Green Park.

Adjoining the drawing-room is the Duchess's boudoir, a study in green and grey and not, as was presumed, in the blue shade the Duchess favours for her toilettes. Her boudoir will be a most effective foil to her delicate-tinted gowns, for it is somewhat darker than any of the other rooms. The walls are almost olive in tint, and a blue-grey dado encircles them, giving a very restful atmosphere. Here the Duchess will have about her sundry treasures, but she will have few ornaments and only two or three pictures.

Beautiful Lighting.

The room, when the house was the town residence of Sir William and Lady Noreen Bass, was a conservatory, and a cunning device for lighting it has been devised, so that the domed windows in the roof will be made to appear as affusing a soft-toned rose light when the switches are turned on. It is a special system of lighting that has not been tried before, and includes a second and inner dome of glass. An electric fire will give a realistic coal effect.

Pink, more delicate than the petal of a rose is the colour the Duchess has chosen for her bedroom, and everything will be pink to tone, except the carpet, which will probably be black, the latter a style she adopted in her bedroom at White Lodge.

Appropriate Nursery Decoration.

Princess Elizabeth's nursery and the rooms of minor importance are slightly different, for all the woodwork, by special request of the Duchess, has been painted with white enamel. The nursery which is on the third floor and overlooks the Green Park is, therefore, mainly a white room with the walls melting into designs of flowers, animals and figures in a number of pretty tints, with blue predominating.

The furniture will be white relieved with touches of blue and a huge cupboard will hold the toys of the little Princess. Many of these have an historic interest for they will come from Buckingham Palace, where Queen Mary has stored many of the toys used by the young Princes and Princesses.

ARTIFICIAL FLOWERS.

Below is the little picture with big possibilities. I refer to the maiden wearing a flower, and surrounded by designs which might be anything, but which, as a matter of fact, are flowers by easy stages.



If you want to make the fashionable organdi or taffetas flower (and you can do it much much more inexpensively than they can be bought) you must procure a piece of either material about five inches deep and a yard long. Cut it to resemble a comb, as shown in the diagram, the "teeth" being ultimately the petal side of the business. After this, you wind and wind until you have evolved something in the horticultural line, although perhaps not conforming to any recognised specimen. I have given you just the basic principle, as it were, leaving you to work out—I won't say your own salvation, but the type of blossom you prefer. After a little, you will be delighted at the result of your ingenuity, and should the flower be intended to adorn an evening dress, there are all kind of fascinating centres you can make with beads, silks, or tinsel threads.

Mary. The Queen has expressed her satisfaction with the nursery, which looks out upon the garden, part of that triangular strip which is really a small portion of Hyde Park. Her Majesty thinks it is "nicest room in the house."

A Garden Outlook.

Very pretty, though simple in its decorative scheme, is the morning-room, the walls of which are plainly decorated in a restful shade of green. There is a repose about this room which is singularly attractive. The big bow windows open on to a red-tiled terrace partly surrounded by a grey stone wall—an ideal spot for breakfast on a hot morning or for tea on a summer afternoon. The garden is not large, but the house has an uninterrupted view of trees. A stretch of lawn surrounded by a path and a fringe of flower beds comprises the garden space.

The hall of the house is a little unusual for a London house, where space is always of paramount importance. A dome in the roof gives it light during the day and a magnificent candelabrum illuminates it in the evening. Thus a view of the hall can be had from any of the landings on the various floors.

A Central Situation.

This new house to which the Duke and Duchess will return is so centrally situated that its royal owners cannot fail to find a great advantage of time and distance over their former house, White Lodge. It is, too, within a very short distance of Buckingham Palace and St. James's Palace, and an even shorter one of Chesterfield House, the town home of Princess Mary.

OXYDISSED SILVER.

HOW TO CLEAN.

Oxydised silver has a dull beauty of its own, and it is a mistake to clean it and give it a bright surface. To retain its dull sheen, wash in warm, soapy water, dry, and then rub with a chamois leather. If perchance it has been made bright, make it dull again by using a solution made from six ounces of sulphate of soda to a pint of water. Rinse in very hot water, dry and polish with the leather.



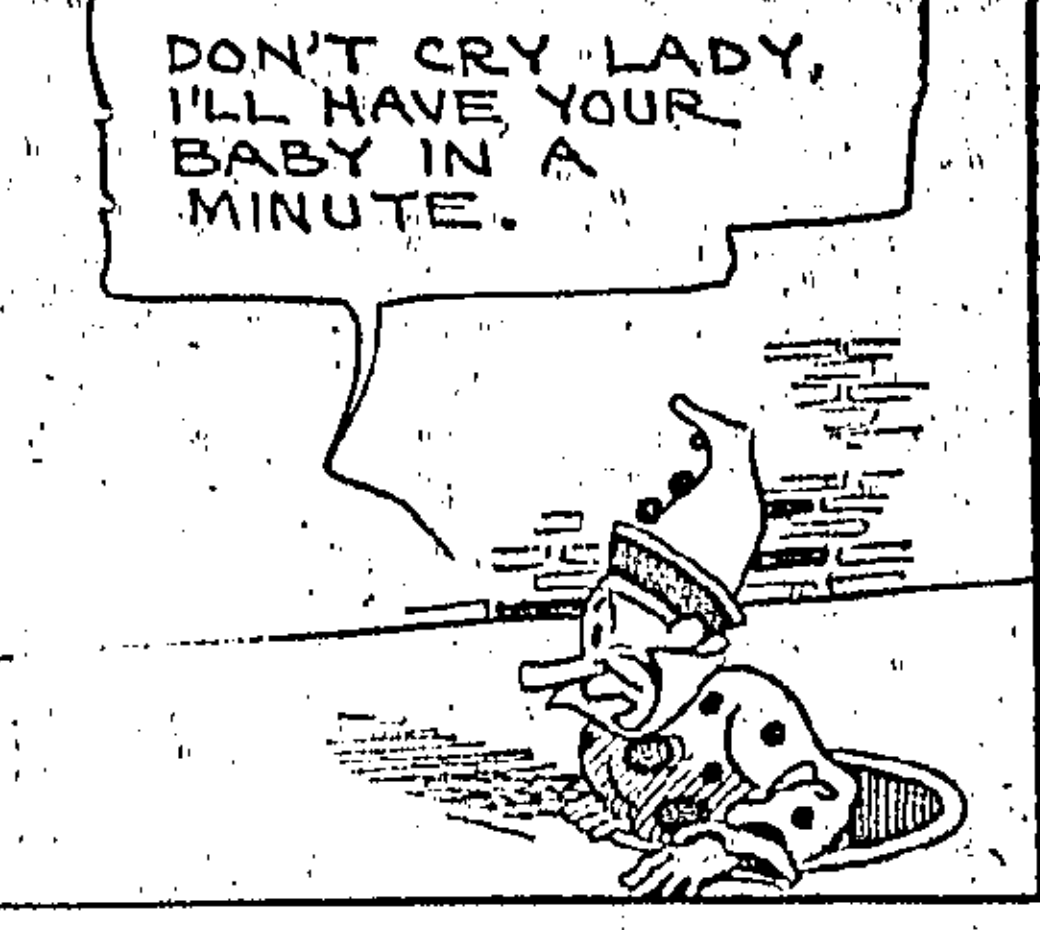
TODDLES FELL
DOWN THAT
COAL HOLE,
OH MY
POOR
BABY!



PLEASE
SAVE MY
BABY, MY
TODDLES!



DON'T CRY LADY,
I'LL HAVE YOUR
BABY IN A
MINUTE.

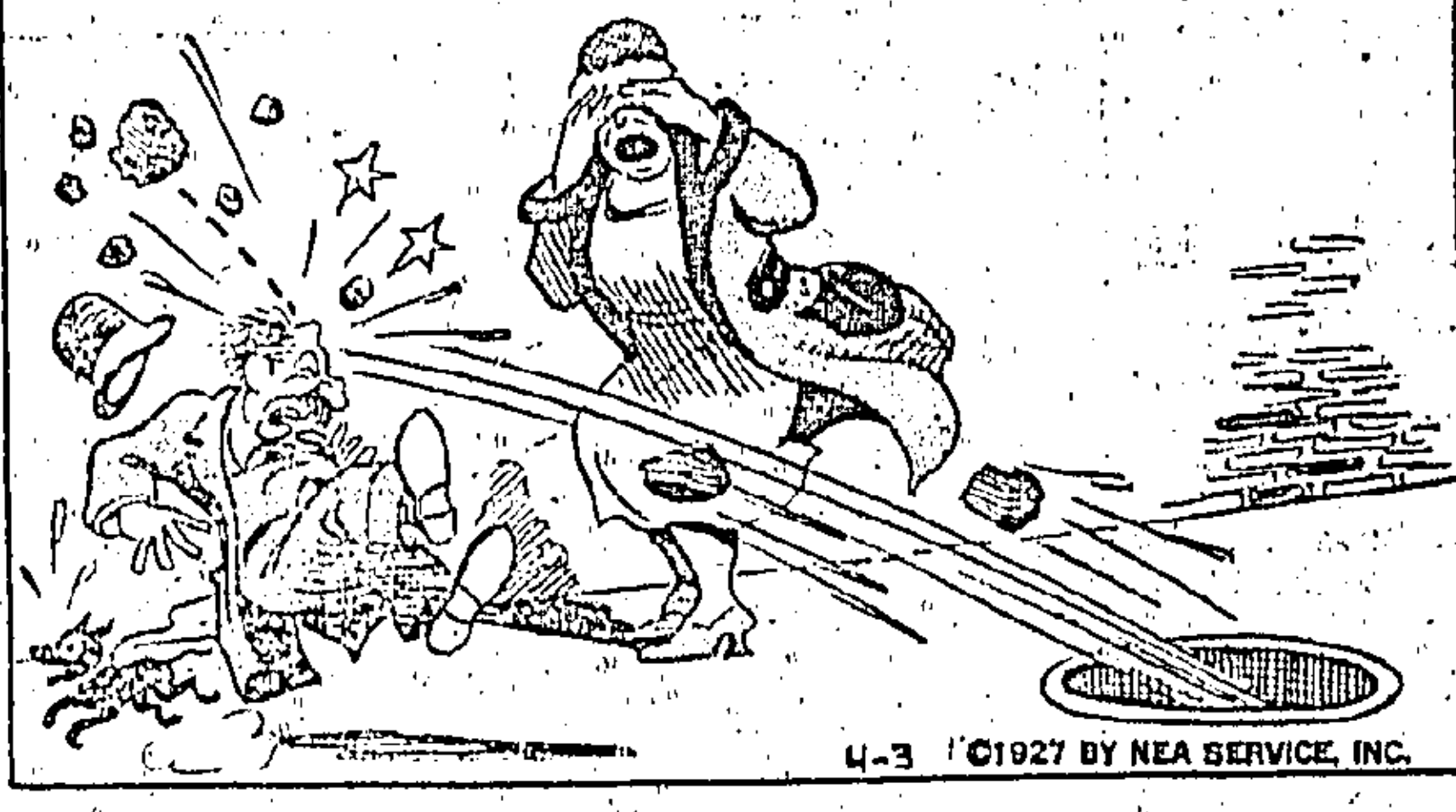


NEVER MIND, HERE
COMES MY HUSBAND,
HE FOUND THE LITTLE
DARLING.

HEY!
THERE'S NO
BABY DOWN
HERE.

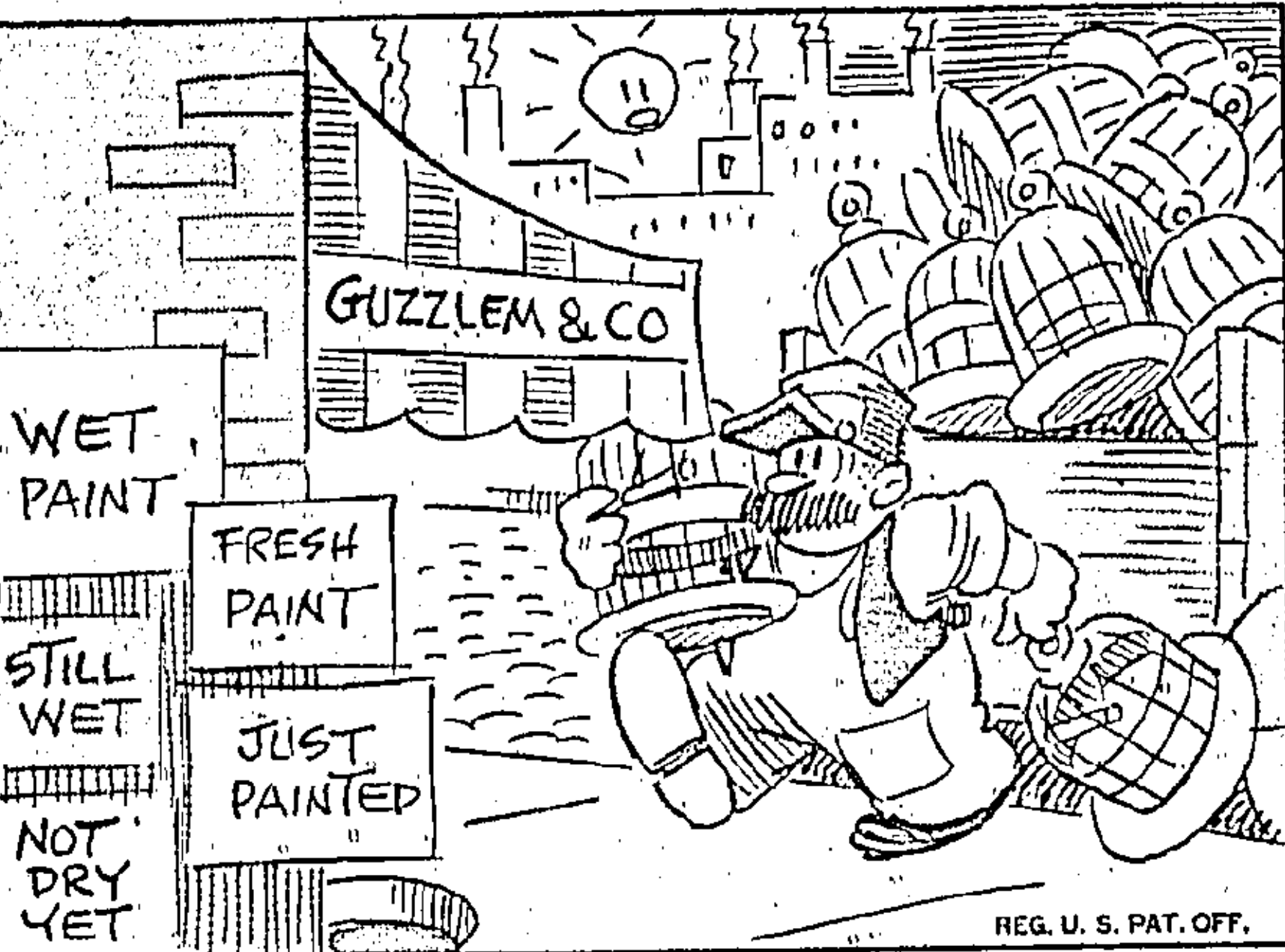


THERE'S OUR
TODDLES, ISN'T
HE CUTE?

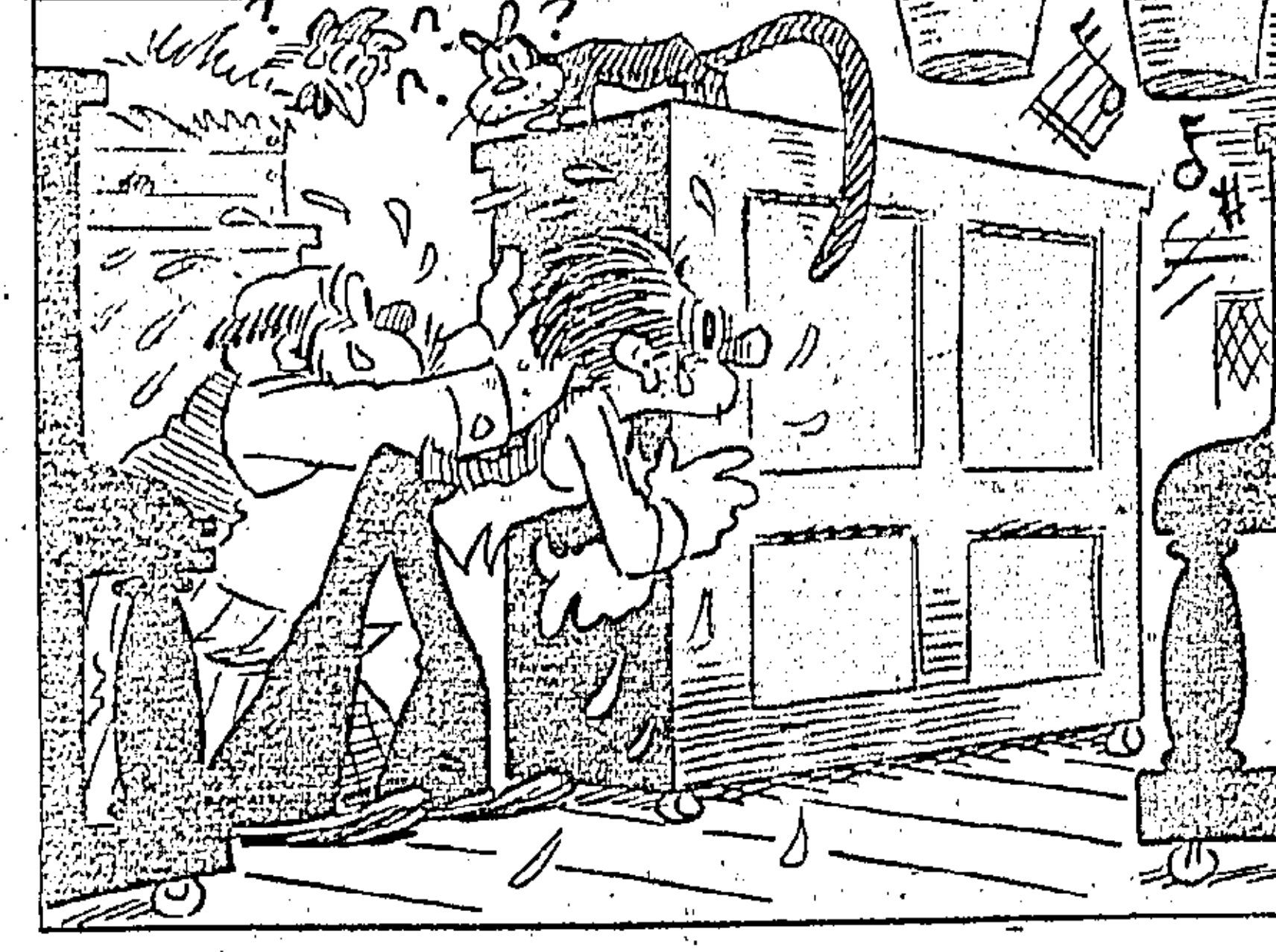
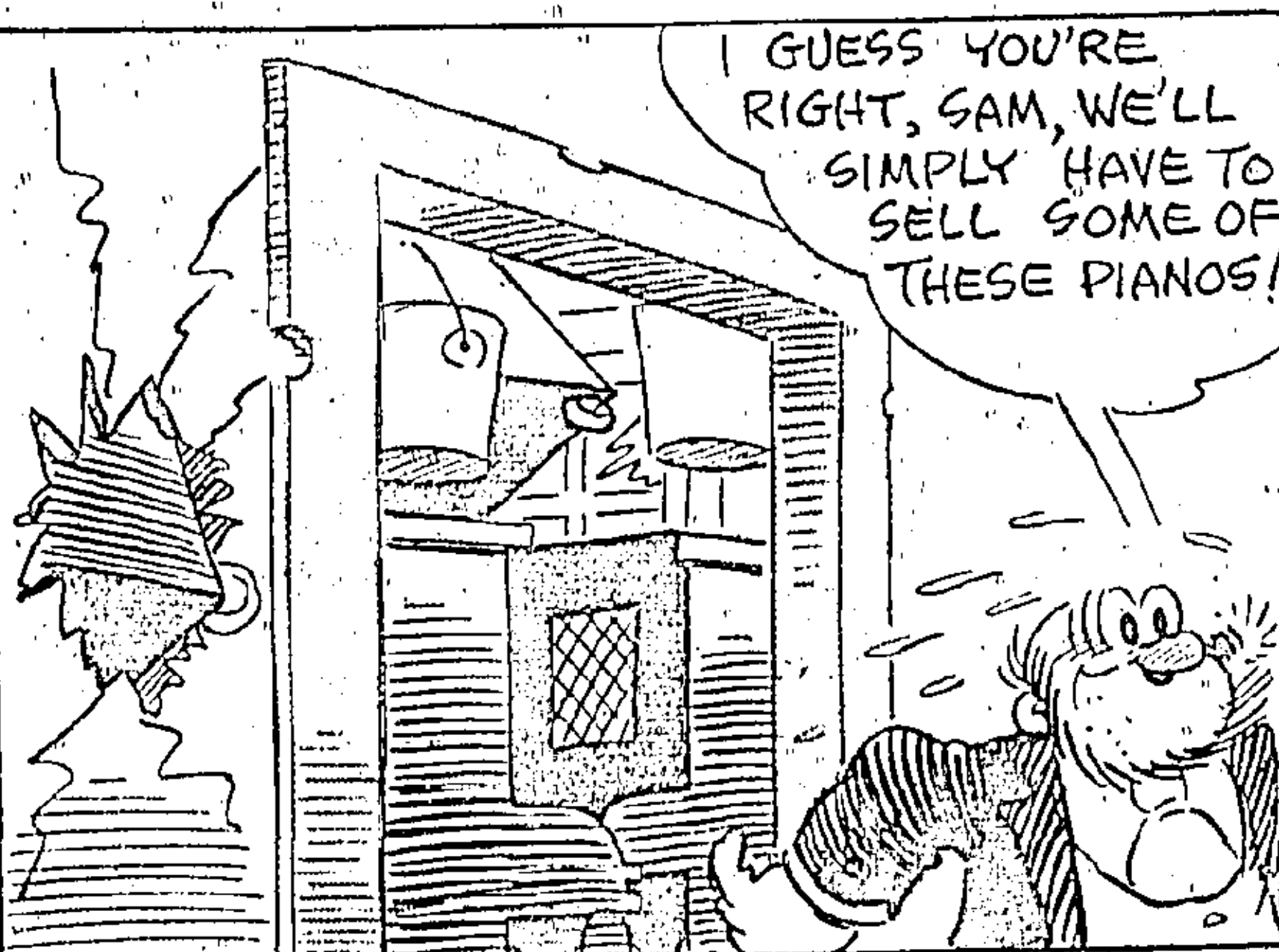
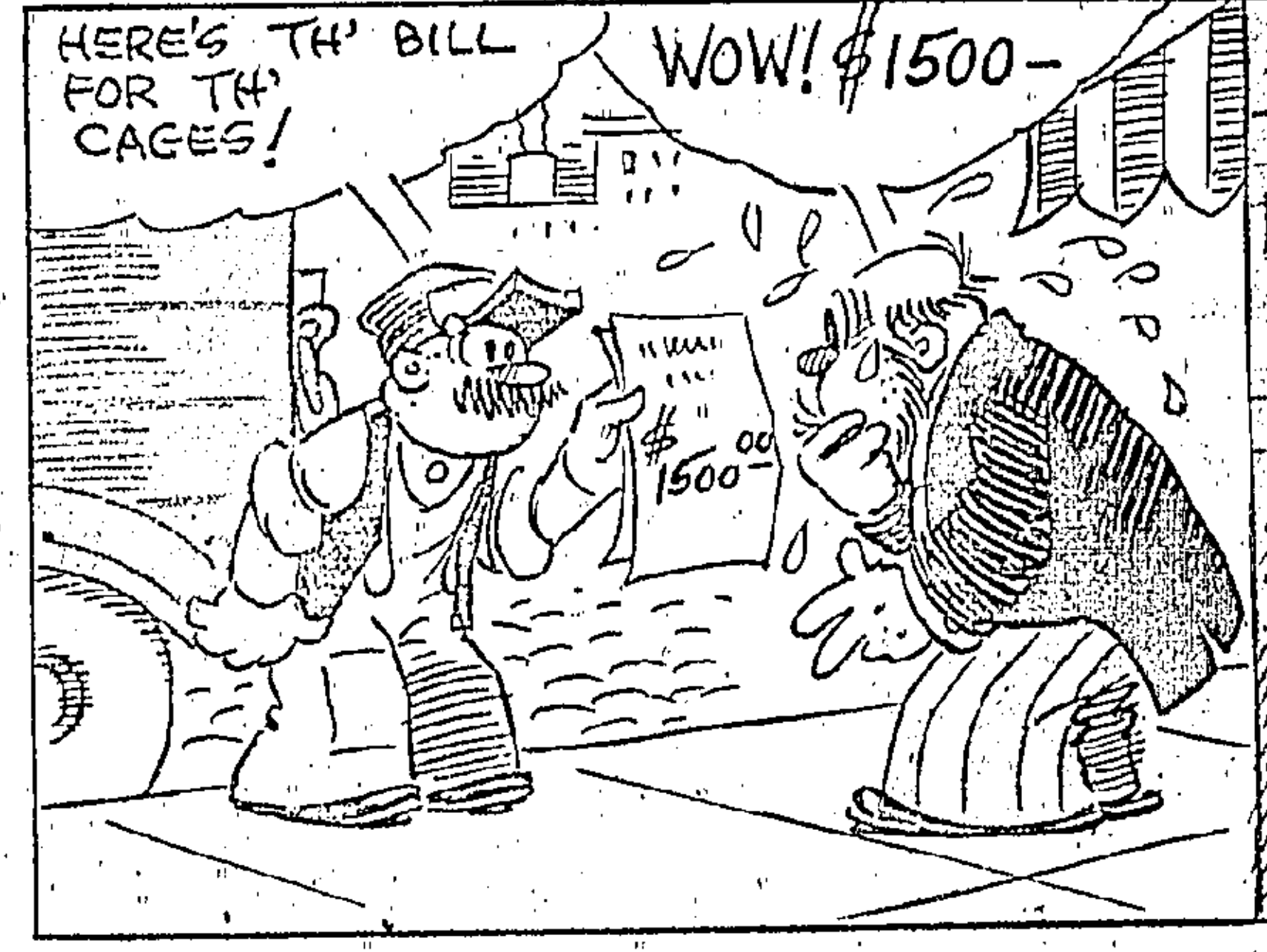
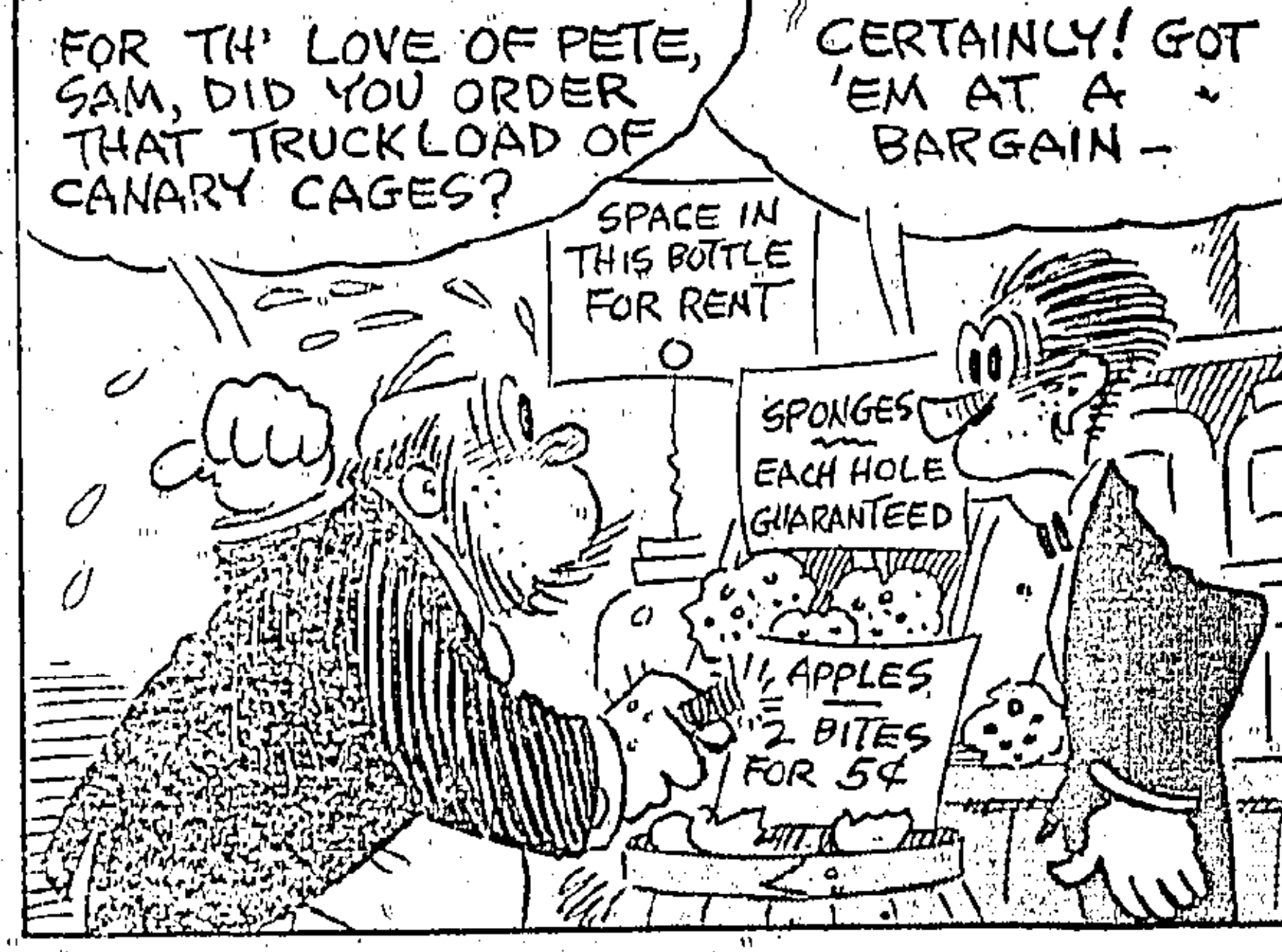


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SALESMAN SAM



REG. U. S. PAT. OFF.



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4-3 Small

WHITEWAYS FOR DOLLAR VALUES



LONDON SERVICE

"AENEAS" 31st May, Marseilles, London, R'dam & Glasgow
 "AUTOLICUS" 6th June, London, Hull, Rotterdam & Hamburg
 "DIOMED" 14th June, Marseilles, London, R'dam & Glasgow
 "BARPEDON" 20th June, Marseilles, London, R'dam & Glasgow
 "AUTOMEDON" 27th July, Marseilles, London, R'dam & Glasgow
 *Call at Genoa.

LIVERPOOL SERVICE

"THESEUS" 20th June, Genoa, Havre, Liverpool & Glasgow
 "OANPA" 15th July, Genoa, Havre, Liverpool & Glasgow
 "ANTILLOHUS" 15th Aug. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE

Via Kobe & Yokohama
 "TALITHYBIUS" 9th June, Victoria, Vancouver & Seattle
 "ACHILLES" 2nd July, Victoria, Vancouver & Seattle

NEW YORK SERVICE

"ELPENOR" 5th June, New York, Boston & Baltimore
 "AGAPENOR" 3rd July, New York, Boston & Baltimore

PASSENGER SERVICE

"AENEAS" 31st May, Singapore, Marseilles & London
 "BARPEDON" 20th June, Singapore, Marseilles & London
 "PATROCLUS" 27th July, Singapore, Marseilles & London
 "ANTENOR" 24th Aug. Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced rates.
 For freight and passage rates and information apply to:—

Butterfield & Swire.
 Agents.

DOLLAR STEAMSHIP LINE

AND
AMERICAN MAIL LINE

(Admiral Oriental Line)

JOINT TRANS-PACIFIC SERVICE

A Regular Weekly Sailing

TO SAN FRANCISCO OR SEATTLE

THE "PRESIDENT LINERS"

TO SAN FRANCISCO VIA HONOLULU, SHANGHAI,
KOBE AND YOKOHAMA.

"THE SUNSHINE BELT"

PRESIDENT PIERCE ... Tuesday, June 7th
 PRESIDENT TAFT ... Tuesday, June 21st
 PRESIDENT JEFFERSON ... Tuesday, July 5th
 PRESIDENT GRANT ... Tuesday, July 19th
 PRESIDENT MADISON ... Tuesday, Aug. 2nd

THEREAFTER FORTNIGHTLY SAILINGS ON TUESDAYS.

HONGKONG TO EUROPE
SPECIAL LOW RATES

Via San Francisco or Seattle

£120 £112

DIRECT CONNECTIONS WITH ALL ATLANTIC LINES

Choice of railway lines across United States and Canada, with liberal stop-over privileges for sight-seeing.
 Ask for information. Following are suggested itineraries:

From Hongkong	Via	Connecting with Steamship	From N. York	Arriving at
June 1	Seattle	Leviathan	July 2	O'brg-S'mptn July 8
June 7	San Francisco	Olympic	July 9	O'brg-S'mptn July 15
June 15	Seattle	Geo. Washington	July 13	P'mth-O'brg July 21
June 21	San Francisco	Homerio	July 23	O'brg-S'mptn July 29
June 29	Seattle	Leviathan	Aug. 1	P'mth-O'brg Aug. 7
July 5	San Francisco	Majestic	Aug. 6	O'brg-S'mptn Aug. 12
July 13	Seattle	Berengaria	Aug. 10	O'brg-S'mptn Aug. 16
July 19	San Francisco	Leviathan	Aug. 20	P'mth-O'brg Aug. 26
July 27	Seattle	Aquidema	Aug. 24	O'brg-S'mptn Aug. 30
Aug. 2	San Francisco	Majestic	Sept. 2	O'brg-S'mptn Sept. 9
Aug. 10	Seattle	Mauretania	Sept. 6	P'mth-O'brg Sept. 12
Aug. 16	San Francisco	Olympic	Sept. 17	O'brg-S'mptn Sept. 23

TO SEATTLE AND VICTORIA VIA SHANGHAI,
KOBE AND YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT MADISON Wednesday, June 1st 8 a.m.

PRESIDENT JACKSON ... Wednesday, June 15th
 PRESIDENT MCKINLEY ... Wednesday, June 29th
 PRESIDENT LINCOLN ... Wednesday, July 13th
 PRESIDENT CLEVELAND ... Wednesday, July 27th

THEREAFTER FORTNIGHTLY SAILINGS ON WEDNESDAYS

TO EUROPE AND NEW YORK.

VIA MANILA, STRAITS, COLOMBO, SUEZ—
PORT SAID—ALEXANDRIA—NAPLES
—GENOA—MARSEILLES.

Thence to BOSTON and NEW YORK.

PRESIDENT MONROE ... Tues., June 7th, 8.00 a.m.
 PRESIDENT WILSON ... Tuesday, June 21st 8.00 a.m.
 PRESIDENT VAN BUREN ... Tuesday, July 5th 8.00 a.m.
 PRESIDENT HAYES ... Tuesday, July 19th 8.00 a.m.
 PRESIDENT POLK ... Tuesday, Aug. 2nd 8.00 a.m.

THEREAFTER FORTNIGHTLY SAILINGS ON TUESDAYS.

TO MANILA.

PRESIDENT PIERCE ... May 30th, 6.00 p.m.
 PRESIDENT MONROE ... June 7th, 8.00 a.m.
 PRESIDENT JACKSON ... June 7th, 6.00 p.m.
 PRESIDENT TAFT ... June 15th, 8.00 p.m.
 PRESIDENT WILSON ... June 21st, 6.00 a.m.

For Passenger and Freight Rates apply to

ROBERT DOLLAR CO.

GENERAL AGENTS.

HONGKONG AND SHANGHAI BANK BUILDING, GROUND FLOOR
 Telephone Central 2477, 2478 & 785.

HONGKONG, CANTON &
MACAO STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAMBOAT
CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong—Daily at 1 a.m. and 8 a.m. (Sundays 1 a.m. only).
 Sailings from Canton—Daily at 8 a.m. and 3 p.m. (Sundays 3 p.m. only).

MACAO LINE.

FROM HONGKONG: 8 A.M. and 2 P.M. (Wednesdays only).
 FROM MACAO: 8 A.M. and 2 P.M. (Wednesdays only).

MACAO RACES
SPECIAL WEEK-END SAILINGS.

Saturday 28th May
 From Hongkong 9.00 a.m. "SUI TAN"
 2.00 p.m. "SUI TAI"
 From Macao 8.00 a.m. "SUI TAI"
 3.00 p.m. "SUI TAN"
 Sunday 29th May
 From Hongkong 9.00 a.m. "SUI TAN"
 3.30 p.m. "SUI TAI" (Night Sailing)
 From Macao 5.00 p.m. "SUI TAI"
 6.30 p.m. "SUI TAN"
 Return saloon passage fare \$5.00 (Saturday to Monday inclusive).

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE

UNITED KINGDOM & CONTINENT

S.S. "CITY OF PEKIN" ... Marseilles, Havre, London & Hamburg ... 6th June.
 S.S. "CITY OF TOKIO" ... Havre, London, Rotterdam & Hamburg ... 18th July.
 S.S. "CITY OF GLASGOW" ... Havre, London, Rotterdam & Hamburg ... 15th August.

AUSTRALIA

Sailings from SINGAPORE on 6th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.
 Through Freight and Passenger booking from Hongkong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE

S.S. "CITY OF KOBE" ... via Suez Canal ... 19th June.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK

M.A. "FORREBANK" ... via Suez Canal ... 27th May.
 S.S. "COMERIC" ... via Suez Canal ... 25th July.

MAURITIUS & SOUTH AFRICA

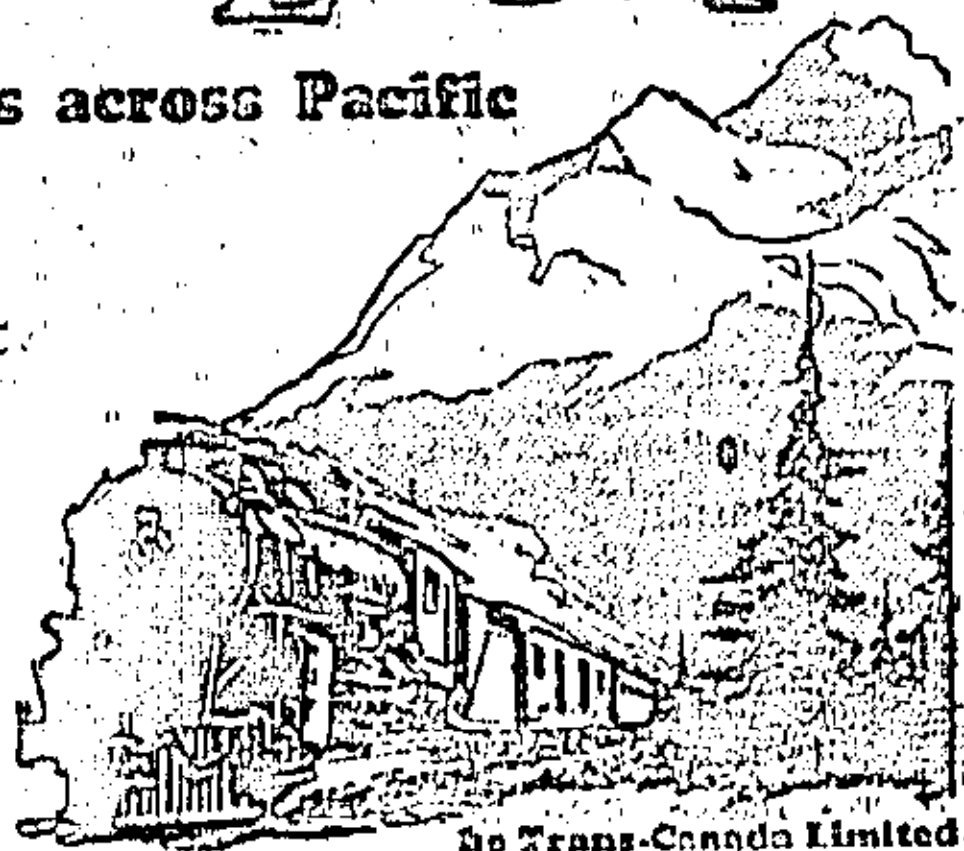
S.S. "TINHOW" ... From Hongkong ... 25th July.
 Landing for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.

Through Bills of Lading issued to Peira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply—

Telephone Central 4791.

THE BANK LINE, LTD.

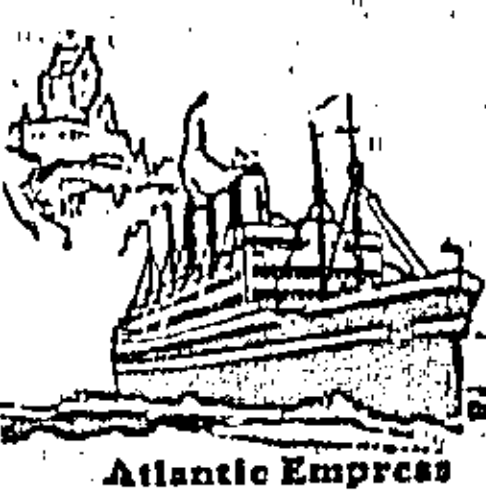
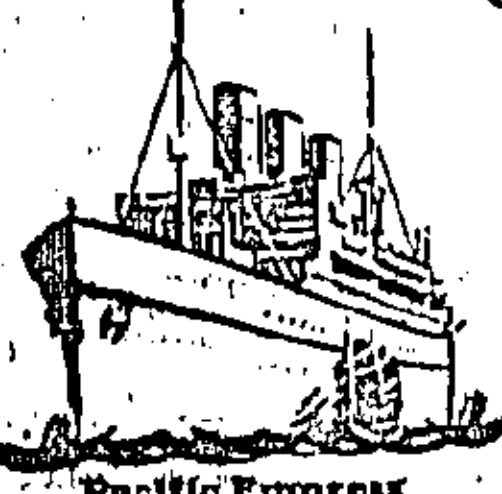
When you go home—go by
Canadian Pacific
to EuropeOnly 9 days across Pacific
from Japan!Shortest—Most
interesting
Way!

FAST travel time with cool comfort and variety of route will be invaluable to you or the members of your family on the return trip home. Empresses of the Pacific are largest and fastest. Canadian Pacific is the shortest rail route across Canada ... through North America's "50 Switzerland in One." And, from Montreal or Quebec, the Empresses of the Atlantic and Cabin Class Ships sail one third the way to Europe on the sheltered St. Lawrence ... with only about 1 day open sea. The splendid Empresses of the Pacific are typical of Canadian Pacific Railway and Atlantic Services ... all one management. Each transfer means but a step from one to the other. Observation and observation-compartment cars on its great scenic rail route. Magnificent hotels, too, if you can tarry, at Victoria and Vancouver, at mile-high Banff and Lake Louise, at Montreal and Quebec.

Empress of Canada — Empress of Asia — Empress of Russia
 Sailing frequently from Manila, Hong Kong, Shanghai, Kobe and Yokohama
 ... to Vancouver via Victoria

Let a Canadian Pacific agent ... or his representative, who will gladly call ... tell you how attractive the through rates are ... how comprehensive the services are in modern comfort and delicious personal attention ... how short and convenient the route.

Canadian Pacific

The World's Greatest
Travel SystemHOLLAND EAST ASIA LINE
OF THE
United Netherlands Navigation Company.Regular four-weekly service between
Japan, Vladivostok, China, Hongkong,
Manila, SingaporeAND
Genoa, Rotterdam, Amsterdam,
Hamburg, Bremen and North
Continental Ports.

Sailings for Genoa, R'dam, A'dam, Hamburg & Bremen.

S.S. OLDEKERK ... 13th June.
 S.S. GEMMA ... 10th July.
 S.S. ZOSMA ... 7th August.

Arrivals From Europe.

S.S. GEMMA ... 2nd June.
 S.S. ZOSMA ... 27th June.
 S.S. OOSTERK ... 25th July.

All steamers have a limited accommodation for passengers.
 For Freight, Passage and further particulars please apply to

JAVA-CHINA-JAPAN LIJN.

Tel. Central No. 1574.

Agents, York Building.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

—DRY DOCK—

LENGTH 787 FEET

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS.

Tel. Address: "TAIKOO DOCK" HONGKONG.

BUTTERFIELD & SWIRE, Agents.

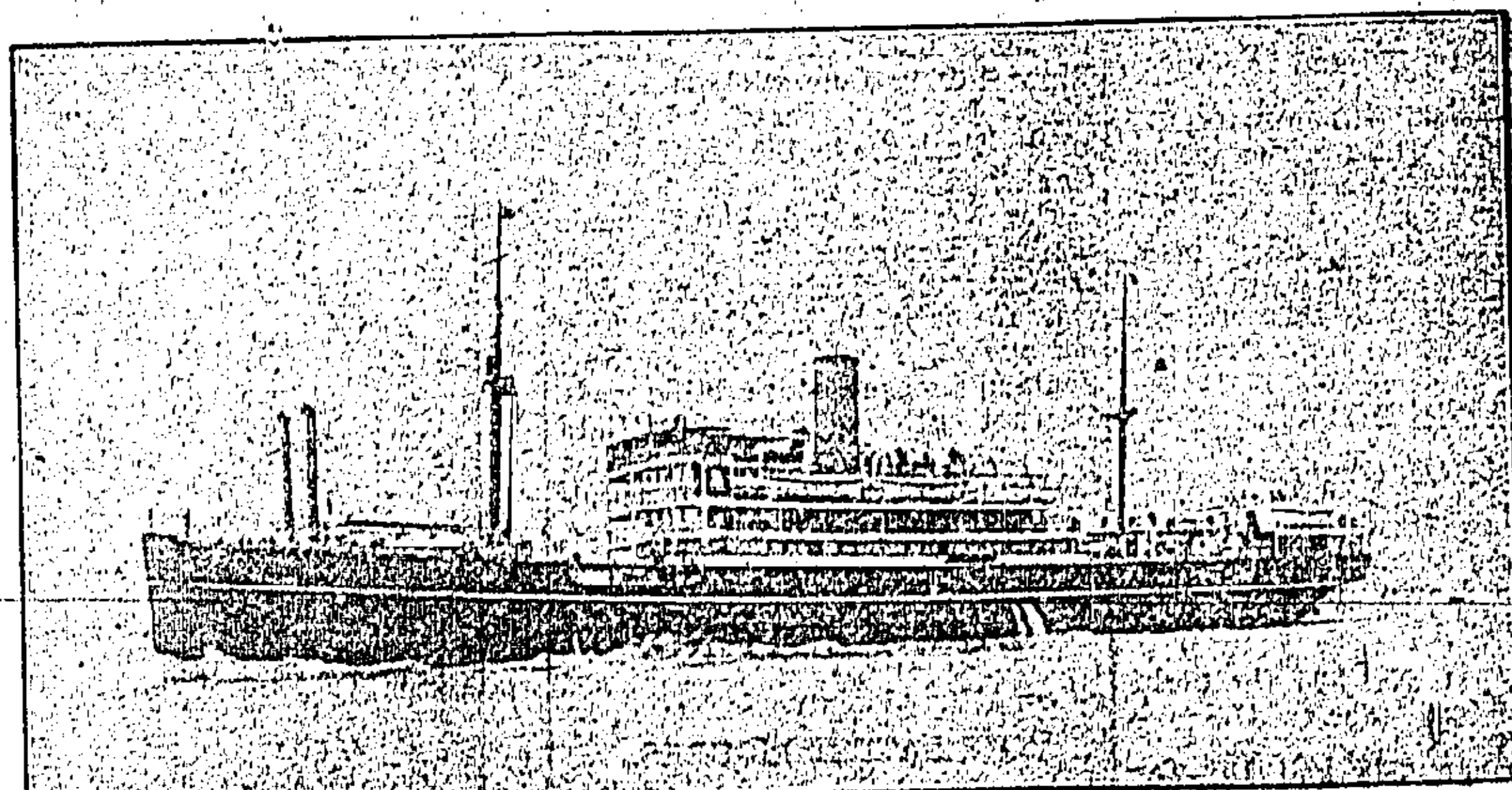
Call Plate: "C" OVER "AHS. FENHANT."

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG.

Code Used: A.I., A.B.O. Fifth Edition; Engineering; First and Second Edition:
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Dock owners, Ship Builders, Marine and Land Engineers, Boilers Makers, Iron and
 Brass Founders, Forge Masters, Electricians.



S. S. "CHANGTE"

Passenger and Cargo Vessel Built and Engineered at the KOWLOON DOCK by THE HONGKONG & WHAMPOA DOCK Co., Ltd. to the order of the AUSTRALIAN-ORIENTAL LINE, Ltd.
 For Australia-Hongkong Service.

Please address enquiries to the Chief Manager:—

E. M. DYER, B. Sc., M.I.N.A., Kowloon Dock, Hongkong.

NYKLINE

SAILINGS SUBJECT TO ALTERATION.
SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
TAIYO MARU ... Tuesday, 31st May, at noon.
TENYO MARU ... Monday, 13th June, at noon.
KOREA MARU (Calls Koolung) Tuesday, 28th June, at 10 a.m.
 *Calls Los Angeles
LONDON via Singapore, Suez, Marseilles & Ports.
HAKONE MARU ... Saturday, 4th June, at 11 a.m.
SUWA MARU ... Saturday, 18th June.
FUSHIMI MARU ... Saturday, 2nd July.
SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU ... Wednesday, 22nd June, at 11 a.m.
AKI MARU ... Wednesday, 20th July.
BOMBAY via Singapore & Colombo.
MURORAN MARU ... Saturday, 28th May.
SADO MARU ... Saturday, 11th June.
SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles Mexico & Panama.
BOKUYO MARU ... Wednesday, 8th June, at noon.
SOUTH AMERICA (EAST COAST) via Singapore, Capetown & Ports.
NEW YORK and/or BOSTON via PANAMA.
ASUKA MARU ... Monday, 13th June.
TAKAOKA MARU ... Wednesday, 29th June.
LIVERPOOL via Singapore, Colombo, Port Said & Ports.
DURBAN MARU ... Thursday, 16th June.
CALCUTTA via Singapore, Penang & Rangoon.
MOJI MARU ... Monday, 30th May.
TOKUSHIMA MARU ... Wednesday, 8th June.
NAGASAKI, KOBE & YOKOHAMA.
AKI MARU ... Friday, 17th June.
SHANGHAI, KOBE & YOKOHAMA.
LYONACA MARU (Moji Direct) ... Saturday, 28th May.
MAKURA MARU ... Monday, 30th May.
HAKOZAKI MARU ... Monday, 30th May.
TAMBA MARU ... Monday, 30th May.
 For further information apply to: **NIPPON YUSEN KAISHA.**
 Tel. Central Nos. 292, (private exchanges to all Depts.)

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.
 S.S. "CORBY CASTLE" Sails on or about 19th June.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE & TRIESTE (FIUME) TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE ... £72.10.0.
 LONDON ... £80.0.0.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.
 M.V. "VIMINALE" Sails on or about 23rd June.
 M.V. "REMO" Sails on or about 21st July.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.
 S.S. "VENEZIA" Sails on or about 9th June.
 M.V. "ROMOLO" Sails on or about 28th June.
 M.V. "VIMINALE" Sails on or about 26th July.

NATAL LINE OF STEAMERS.

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" Sails from Calcutta 3rd June.
 S.S. "UMVOLOSI" Sails from Calcutta 30th June.

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to: **DODWELL & CO., LTD.**

Central 1030. Telephone Agents.

AUSTRALIAN-ORIENTAL LINE, LTD.

"Changte" & "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS. VIA MANILA, AND THURSDAY ISLAND. Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—10 DAYS.

STEAMER	Due Hongkong on or about	Sails from on or about
CHANGTE	11th June	18th June
TAIPING	8th July	15th July
CHANGTE	9th August	16th August

For Freight & Passage apply to: **BUTTERFIELD & SWIRE, Agents.**
 Tel. O. 36.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)
 Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
 (UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hongkong (about)	Destination
KASHMIR	8,985	11th June.	Marseilles, L'don & A'werp
MIRZAPORE	6,715	16th June.	Marseilles & London
MANTUA	10,946	25th June.	Marseilles & London
MACEDONIA	11,120	23rd July.	Marseilles & London
KHIVA	9,135	9th July.	Marseilles, L'don & A'werp

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyraus, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS.

TALAMBA	8,018	10th June.	S'pore, Penang & Calcutta
TREBARTHA	4,597	24th June.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	6,956	3rd June.	(Manila, Sandakan, Thurs. Island, Townsville, B'hamo.)
ST. ALBANS	4,500	1st July.	(Sydney and Melbourne.)
ARAFURA	6,000	29th July.	

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.

The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, Hioilo, Cebu, Colambogan, Tawao, Timor, Darwin, or other ports on route at intermediate offers.

Frequent connections from Australia with the following:—

The Union S.S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Services of Steamers to London via the Cape.

The New Zealand Shipping Co's Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

*TREBARTHA	4,597	23rd May.	Shanghai, Moji, Kobe & Yokohama
ST. ALBANS	4,500	7th June.	Moji, Kobe, Osaka & Yokohama
KHIVA	9,135	16th June.	Shanghai, Moji & Kobe
MACEDONIA	11,120	24th June.	Shanghai, Moji & Kobe

*Cargo only
 All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to **MACKINNON, MACKENZIE & Co., Agents.**

P. & O. Bldg., Connaught Rd., C.

GLEN LINE.

Fare Hongkong to London £82.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENBEG" (Via Oran) ...	2nd June.
Steamship "CARNARVONSHIRE" (Via Oran) ...	2nd July.
Steamship "PEMBROKESHIRE" (Via Oran) ...	27th July.
Motor Vessel "GLENOGLE" ...	24th Aug.

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Steamship "PEMBROKESHIRE" ...	11th June.
Steamship "GLENIFFER" ...	23rd June.
Motor Vessel "GLENOGLE" ...	7th July.
Steamship "GLENAMOY" ...	26th July.
Motor Vessel "GLENGARRY" ...	4th Aug.

For freight, passage and further particulars, apply to:

JARDINE, MATHESON & CO., LTD.
 AGENTS: THE GLEN LINE, LTD.

BOSTON, NEW YORK & BALTIMORE.

JOIN SERVICE OF THE

"BLUE FUNNEL LINE"

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG

S.S. "ELPENOR" ... via Suez Canal 5th June.

S.S. "CITY OF KOBE" ... via Suez Canal 19th June.

Steamers proceed via Suez Canal or Panama Canal at owner's option.

Subject to Change without notice.

For freight and particulars apply to: **BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.**

Hongkong & Canton. **Jardine Matheson & Co., Ltd., Canton.**

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.	Sailings.
TSINGTAU Swatow & S'hai	Hopsang	Sun. 29th May at 10 a.m.
CANTON	Minsang	Mon. 30th May at 4 a.m.
SANDAKAN	Hinsang	Mon. 30th May at 3 p.m.
SWATOW Ningpo & S'hai	Yusang	Tues. 31st May at 10 a.m.
HAIPHONG	Cheongshing	Tues. 31st May at 10 a.m.
KOBE via Amoy, & Moji	Kutsang	Wed. 1st June at 7 a.m.
TSINGTAU Swatow & S'hai	Minsang	Wed. 1st June at 10 a.m.
STRAITS & Calcutta	Fooksang	Satur. 4th June at 3 p.m.
OSAKA Amoy, Moji & Kobe	Suisang	Sun. 3th June at 7 a.m.
TIENSIN Swatow & S'hai	Waishang	Sun. 5th June at 10 a.m.
TSINGTAU Swatow & S'hai	Kwongshang	Wed. 8th June at 7 a.m.
TIENSIN	Chipsang	Sun. 12th June at 7 a.m.

For freight or passage apply to:

JARDINE, MATHESON & CO., LTD.

Telephone 215. Central

General Managers

CONSIGNEE NOTICE.

LLOYD TRIESTINO NAVIGATION COMPANY.

The Motor Vessel, "ROMOLO," From TRIESTE, VENICE, BRINDISI, PORT SAID, MASSAUA, ADEN, KARACHI, COLOMBO, PENANG and SINGAPORE.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 24th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 80th inst. will be subject to rent.

All claims against the vessel must be presented to the undersigned or before the 9th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 80th inst. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by:

DODWELL & CO., LTD.

Hongkong, May 24, 1927.

OCEAN STEAM SHIP CO., LTD.

And CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer, "SARPEDON,"

From UNITED KINGDOM via SINGAPORE.

are hereby notified that the cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage Holt's Wharf.

The Cargo will be ready for delivery from 10 a.m. on and after 26th May.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st June will be subject to rent.

All claims against the Steamer must be presented to the undersigned on or before the 15th June or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, May 25, 1927.

CONSTABLE CHARGED.

ALLEGED TO HAVE DEMANDED A BRIBE.

Late yesterday afternoon, Mr. W. Schofield at the Kowloon Magistrate's heard a charge of accepting a bribe, brought against an Indian Constable stationed at the Water Police Station.

According to Sub-inspector Dorling, who gave evidence, a traffic inspector of the Kowloon Motor Bus Company reported on Tuesday morning that the defendant, who was on point duty at the bus terminus, and asked him for \$1, with which to purchase socks.

The constable promised if the money was forthcoming drivers of the Kowloon Motor Bus Company would be immune from legal proceedings, if they should ever violate the Traffic Regulations.

In consequence of the report witness gave the traffic inspector a \$1 note the number of which was taken and instructed him to return to his post. Witness later concealed himself in the vicinity and at 11.45 a.m. he saw the inspector give something to the constable.

After the Indian had examined what he had been handed, witness revealed himself and approached the pair. Seeing witness the constable dropped a \$1 note which on being picked up was found to be the one given to the traffic inspector.

Evidence corroborative of that of Inspector Dorling was given by the traffic inspector, after which the accused went into the box and denied the charge.

In reply to a query from the Bench, Sub-inspector Dorling said that the Police took a serious view of the case, considering the position of the defendant.

Mr. Turner pleaded for leniency, but his worship said he thought the accused had committed too serious an offence to take a lenient view of the case. However as the sum involved was only \$1, he would pass sentence of one month's hard labour.

PASSENGERS.

ARRIVED.

Per s.s. Morea from Japan via Shanghai, May 27.—Mrs. Ferrier, Mr. and Mrs. R. Cheng, and amah, Mr. E. W. Broadwith, Mr. and Mrs. L. Ingstad, Mr. W. L. Gerard, Mr. K. Singh, Mr. Y. C. Wu, Mrs. S. W. Ling, Mr. Y. C. Lee, Mr. H. H. Hennis, Mr. C. H. Lin, Mr. B. N. Wang, Mr. C. Y. Sang, Mr. C. Y. Che, Mr. D. S. Yip, Mr. D. M. Joe, Mr. D. L. Chink, Mrs. R. R. Roxburgh, Mr. Yip's servant, Mr. A. Chenag, Mr. and Mrs. Reynolds, Mr. F. Jefferson, Mr. T. Storey, Mr. P. A. Morton, Miss I. Auerbach.

VOLUNTEER DEFENCE CORPS.

CONDITIONS OF EFFICIENCY.

The following conditions of efficiency have been laid down by Volunteer Ordinance approved by His Excellency The Governor:

For training purposes the year will be divided into the two following periods:
 Cold weather:—15th October to 15th April.
 Hot weather:—16th April to 14th October.

There will be camps of exercise during the cold weather. Subject to certain provisions every officer and every volunteer shall undergo the following training annually:

(a) Attend 16 drills or instruction parades, each consisting of not less than one hour's actual instruction.

(b) Carry out the range practices prescribed for the unit of the Corps to which he belongs.

(c) Perform such training preliminary to range practice as may be ordered by the Administrative Commandant, provided that this shall not exceed 3 hours in total duration.

(d) Attend camp for four days. At least two of these days must be consecutive and include a night in camp. For attendance in camp to count as a day, an officer or volunteer must report himself in camp before 8 a.m. and not leave the camp before 5 p.m. In special cases, approved by the Administrative Commandant, two days in camp may be replaced by drills at the rate of 3 drills for each day.

(e) Attend the Annual Inspection Parade.

The Reserve Company shall undergo the following training annually:
 (a) Musketry instruction and musketry practice (a modified course only).

(b) Annual Inspection. The camp will be optional for the Company. Members of the Reserve Company who have attained the age of 50 years shall not be required to undergo any training.

Recruits shall do 40 drills unless previously passed into the ranks. Recruits for the Reserve Company shall do 20 drills unless previously passed into the ranks.

No officer or volunteer shall be deemed to be efficient in any given year until he has undergone the annual training prescribed by or under this appendix.

Notes.

If you fail to complete above scale of parades etc. you are liable to a fine of \$25.00. Don't get fined, it does nobody any good.

If ever you cannot perform a duty for medical or urgent business reasons, report at once in writing to your O. C. Company and back up your report with a certificate from the Doctor treating you or from your Tal-pun.

Corps Orders.

Corps weekly orders are published every Friday in the Morning Post, Hongkong Daily Press, Hongkong Telegraph and China Mail, and are also posted on all Clubs' Notice Boards.

All ranks will make themselves acquainted with these Orders at all times.

Addresses and Telephone Numbers. Any member changing either his business or private address, or telephone number will notify such change without delay, to Corps Headquarters.

Arms.

Rifles and bayonets will on no account, be left in Cloak or Dining Rooms, in Clubs or elsewhere. Members are reminded that all rifles when not in use must be kept at Corps or Platoon Headquarters.

Recruits Parade. Recruits will parade at Volunteer Headquarters at 5.30 p.m. every Tuesday.

Dress: Uniform optional, belt, braces and pouches, rifle and bayonet. R. A. WOLFE-MURRAY, MAJOR, ADJUTANT, H. K. V. D. CORPS.

N.Y.K. EXCURSIONS.

SUMMER VACATION TRIPS TO JAPAN.

In view of the present unsettled conditions in North China being unsuitable for taking summer vacation there, local residents are recommended to spend their holidays at the summer resorts in Japan, and in order to render facilities, the N.Y.K. have decided to sell first class Summer Excursion Tickets at the following special reduced rates, commencing from June 15 and ending on the 14th September, available for 3 months:

From Hongkong to Nagasaki. H. K. \$165.

From Hongkong to Moji, H. K. \$190.

From Hongkong to Kobe, H. K. \$210.

From Hongkong to Yokohama, H. K. \$235.

From Hongkong to Shanghai, H. K. \$120.

There are no 2nd class Excursion Tickets on sale, but passengers may utilize the Round-Trip Tickets to be on sale throughout the year, available for four months for 1st and 2nd class passengers travelling between Hongkong, Shanghai and Japan ports, commencing from the 15th June, rates being as follows:

Regular Single fares for out-going portion and 20 per cent reduction of the regular tariff fare for the return portion.

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS LOADING DIRECT FOR MARSEILLES, VALENCIA, ROTTERDAM, HAMBURG and SCANDINAVIAN PORTS.

M.V.	From	Expected on or about	Will leave on or about	For
"JAPAN"	Batavia	29th May.	2nd June.	Shanghai
"BENARES"	Shanghai	30th May.	2nd June.	Batavia
	Java, Mscr	30th May.	4th June.	Saigon
	Java, Mscr	6th June.	9th June.	Amoy, N. China
	N. China	8th June.	9th June.	Batavia
	Batavia	12th June.	15th June.	Shanghai
	Shanghai	15th June.	15th June.	Batavia
	M'ksar, Java	20th June.	23rd June.	Amoy, N. China
	N. China	22nd June.	23rd June.	M'ksar & Java

Via Macassar

Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers.

All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the **Java-China-Japan Lijn.**

HOTELS.

THE HONGKONG

HONGKONG HOTEL: REPULSE BAY HOTEL: PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."

AND

SHANGHAI

ASTOR HOUSE HOTEL: PALACE HOTEL;
MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI"

HOTELS.

LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Peking.

KING EDWARD HOTEL.

Rooms will not be available for the Public,
neither the Lounge & Dining Room, till after the
14th day of June. There is a special lounge at the
back of the Bar for the Public.

HOTEL SAVOY

When in doubt, make it The Savoy!

KOWLOON HOTEL

PREMIER HOTEL IN KOWLOON
Modern Toilet System.
Elevator and Telephones to each floor.
Smoking Room and Saloon Bar. First Class Billiard Table.
Recently renovated throughout.

Manager's Personal Attention

Tels. K. 608-609.

H. J. WHITE

Cables KOWLOTEL, HONGKONG

Manager

PALACE HOTEL.

Tel. Kowloon No. 5. Tels. Address "PALACE."
Three minutes from Kowloon Wharf, Ferry and Railway Station.
Entirely under English Management. Electric Light and Fans throughout.
Every Room with Private Bath, Lounge, Bar and Billiard-Rooms.
Unrivalled Cuisine under the personal supervision of the proprietress.
Terms moderate. Special terms to families on application to:
Mrs. J. H. OXBERRY, Proprietress.

EUROPE

Cables:—
"EUROPE"
Singapore.

HOTEL

SINGAPORE.

Grill

After-dinner
dancing every
Tuesday, Thursday
and Saturday.

THE EUROPE HOTEL, LTD.

Arthur E. Odell, Managing-Director.

U.S. CONGRESSMEN.

PHILIPPINES TOUR IN JULY.

A third Congressional party is
scheduled to make its appearance
in Manila during July, according
to press dispatches received last
Friday. The party sailed from
New York Thursday morning on
the army transport Chateau
Thierry, headed by Representative
Robert G. Simmons, of Nebraska.

The exact number of Congress-
men in the party could not be as-
certained. Fort Santiago has little
information on the party and the
exact date of arrival is not known.
It is believed, however, that the
members will arrive in Manila on
the transport Thomas, scheduled
to sail from San Francisco early
in June, says the Manila Bulletin.
According to the press dis-
patches, the party will visit Hon-
olulu and Japan as well as Manila,
an itinerary that corresponds with
that of the regular trips of the
Thomas. The trip, described as a
pleasure voyage, will terminate at

San Francisco on the return jour-
ney in August.

Legislative Study.

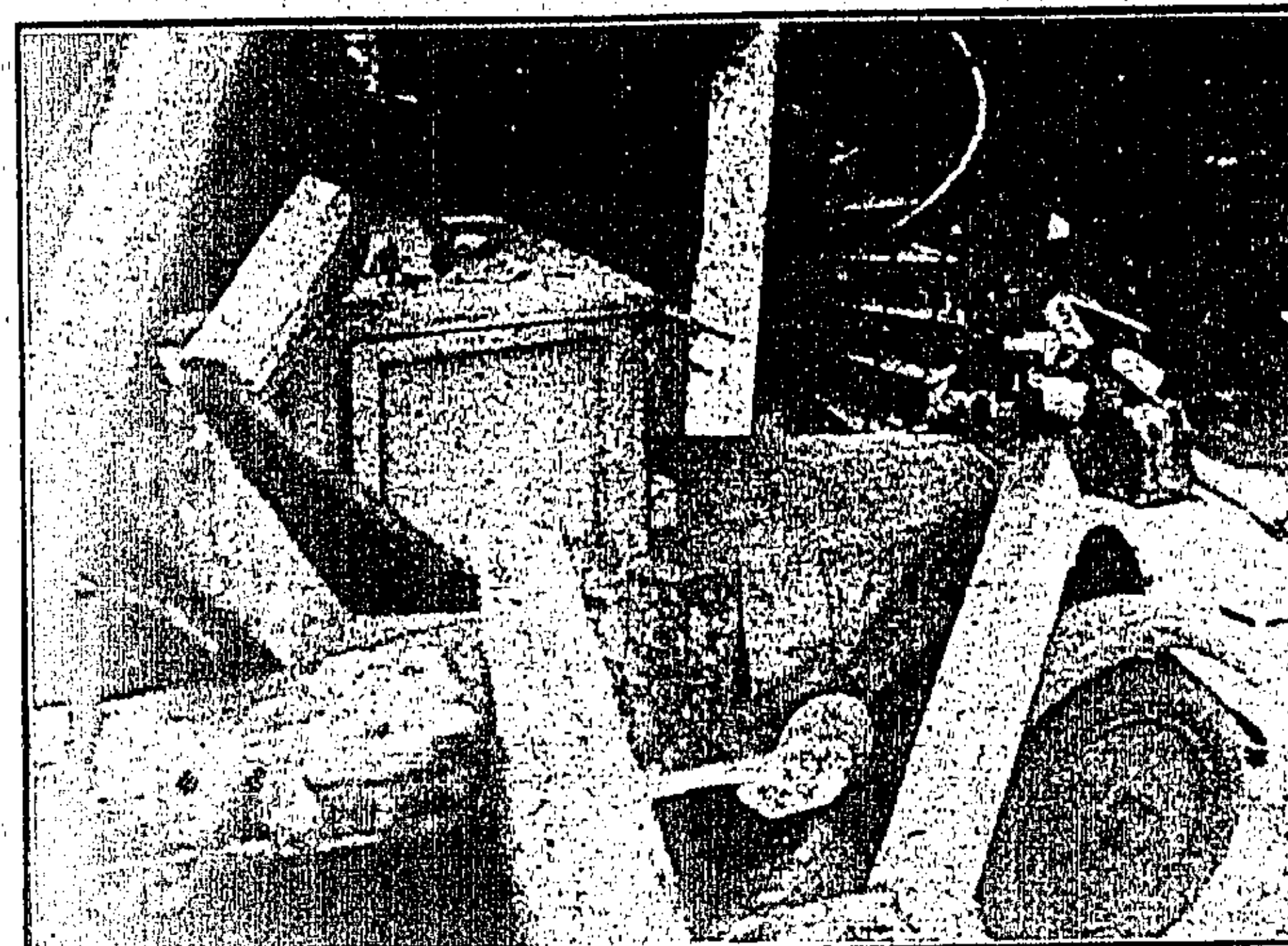
The members of the party are
expected to study the problems of
Hawaii and the Philippines as a
basis for future legislation. They
will be in Manila but six days, the
length of the stopover of the
Thomas.

Representative Simmons, who
heads the party, is a Republican,
and one of the younger members
of the house. Although only 36
years old, he is serving his third
term and has a seat on the appor-
portionment committee. His home is
at Scotts Bluff, Nebraska, and he
is a graduate of the University of
Nebraska law school.

In addition to the Congressional
party, the Chateau Thierry carries
450 troops for replacement duty in
Hawaii and the Philippines. A
large commissioned personnel is
also on board. The branches in-
clude infantry, field artillery and
coast artillery.

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PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of
Victoria, Hongkong.

CONDUIT ROAD LANDSLIDE.



Above are seen two pictures of the big landslide which took place between
Conduit and Robinson Roads, following the heavy rains of last week-end. In
the upper picture is seen what remains of a garage which was demolished by
the fall of a retaining wall, and below the damage suffered by a motor car
housed therein.

NORTH ALARMED.

(Continued from Page 1.)

Moscow, they will not find us
difficult to deal with (cheer), and
the moment one united voice
arises the end of the troubles will
be in sight.

But China's greatest misfortune
is that at the moment when she is
tormented by internal troubles, and is
animated by national ambitions
with which we sympathize in some
degree, she has suffered inter-
ference by a powerful oligarchy
which in the name of freedom for
the proletariat is attempting to
enslave millions in Russia.

No War.

The Premier emphasised that
the Anglo-Russian breach did not
imply war against Russia, but
that while we intended not to deal
further with Moscow politically,
we would be wholly in favour of
the pursuit of legitimate Anglo-
Russian trade.

He declared the Government's
decision towards Russia was the
most popular one any Government
had taken for years.—*Reuter*.

PARALYSIS IN CHENG TU.

Active opposition to the
Militarists.

Chengtu, Apr. 27.
Everything is quiet at Chengtu
at the present time. A couple of
weeks ago the Communist party en-
deavoured to make a demonstra-
tion but the military authorities
frustrated it by a quick move
which has silenced the party very
effectively. Last Sunday a meet-
ing of all classes was held in the
public park and a procession on the
street followed at which the
masses celebrated the downfall of
the left party of the Kuomintang.

At Pihshien, 40 li from the city,
the people have risen in arms
against the military and are refus-
ing to pay the taxes demanded.
The soldiers have been driven
from the city and the local civil
authorities are now in charge.
Some say that the movement may
spread to other parts of the pro-
vince.

The new official in charge of the
city guards, Mr. Fang Yo-ren, has
recently returned from a visit to
General Chiang Kai-shek and now
everywhere in the city can be seen
banners and posters supporting
General Chiang in his efforts to
work out the policies of Sun Yat-
sen and to oppose the bolsheviza-
tion of China. Thus far his policy
is effective and the people are en-
joying peace.

Many firms in the city are feel-
ing the effects of the stoppage of
steamers along the Yangtze. No
merchandise is reaching Chengtu
and some branches of trade are
paralysed.

SOVIET'S NOTICE TO
QUIT.

(Continued from Page 1.)

tions with a Government which
permits and encourages such a
state of things as has been dis-
closed. The existing relations
between the two Governments are
hereby suspended, and I have to
request that you will withdraw
yourself and your staff from the
country within the course of the
next ten days.

I am instructing His Majesty's
representative at Moscow to leave
Russia with his staff, and should
be glad if you would request your
Government to afford to him, to
Mr. Preston at Leningrad, and to
Mr. Paton at Vladivostok, the
necessary facilities for the depar-
ture of themselves and their
assistants. Suitable arrange-
ments, details of which will be
communicated to you in due course,
will be made for the departure
from this country of yourself and
your staff, and of the Russian
members of the trade delegation.
—*British Wireless*.

Germany to Take Charge.

Berlin, May 27.
The German Government has
agreed to a Soviet request to take
charge of Russian interests in
London.—*Reuter*.

Not Popular.

Berlin, later.
The Government's agreement with
the Soviet request to take charge
of Russian interests in London, has
provoked misgivings in the Press,
which are accentuated by a report
that Russia has asked the Foreign
Office to allow the Arcos officials
to wind up their engagements from
Germany.

The *Germania* is displeased with
the idea, and asks bluntly whether
Russia cannot find another country
to fulfil the task.

The *Lokalsieger* fears that this
acquiescence with Russian wishes
will place Germany in a disagree-
able position.—*Reuter*.

Farewell Luncheon.

London, May 27.
Several members of the Parlia-
mentary Labour Party gave a
farewell luncheon in the House of
Commons to the Soviet charge

KULING LOOTED BY BANDITS.

Four Captured and Beheaded.

Kiukiang, May 17.
Kuling was looted on April 29
by a gang of about 40 armed band-
its. Four of the bandits were
caught by the soldier policemen
after the latter had suffered two
casualties, an officer being serious-
ly wounded and a soldier killed.
The arrested bandits were be-
headed in Kiukiang a few days
ago.

HOW MUCH DO YOU KNOW?

The following are the answers
to to-day's questions:—

1. An arrangement of vertical aerials by
navigated name given to a reform meeting
in St. Peter's Field, Manchester, in 1819,
where ecclesiastical courts were formerly held.
2. A tenure by which land descended to sons
in equal proportion. 3. Wordsworth. 4. Ex-
aminer of which electric ironing are trans-
mited in "Little Dorrit." 5. By John Walker,
a Stockton-on-Tees chemist, on April 7, 1857,
4. A district on the south side of St. Paul's
where several persons were killed during the
militant in a given direction instead of being
dispersed in all directions. 6. Miss Maudie
the Great. 7. Plaque which claimed 40,000,000
victims in Europe, Asia, and Africa in the
fourteenth century. 8. American: Lady As-
tor, formerly Miss Nancy Langhorne. 9. 11.
French diplomatic quarter in Paris. 12.
Galileo, after being tortured by the inquisi-
tors into saying that the earth is stationary,
13. 1858, when five of Richard II's councillors
were convicted of high treason. 14. Persons
who claimed the franchise prior to 1832, be-
cause they had held their own not in the
parish for six months. 15. The King of Spain,
on Maundy Thursday.

d'affaires, Rosengolz, the head of
the Russian trade delegation,
Khinchuk, and the chief assistant
at the Soviet Embassy, Bogolomoff.

There were fifty guests, all of
whom had been in Russia.
Mr. Lansbury explained it is
just a parting of friends.—*Reuter*.

South African Attitude.

Cape Town, May 27.
In the Assembly, Mr. Hertzog
stated that the South African Gov-
ernment had been kept fully in-
formed of the events leading to
the Anglo-Soviet severance, but
did not at present intend to take
action in the matter.—*Reuter*.

American Ban.

New York, May 27.
According to the Washington
correspondent of the *Journal of*
Commerce, the United States have
refused to countenance the nego-
tiations at the Geneva Economic
Conference between the American
and Soviet delegates.—*Reuter's*
American Service.

U.S. Labour View.

New York, May 27.
Mr. Matthew Woll, the vice-
president of the American Federa-
tion of Labour, declared that the
disclosures in the British White
Paper of Soviet machinations
were partly corroborated by facts
known to the Federation. He
pointed out that a Soviet lawyer
whose name was found in the list
at Soviet House, in London, had
helped to finance last year's fur
strike in America, obtaining loans
for the strikers from the Soviet
trade mission.

"What it has taken the British
seven years to realise, was evi-
dent to American Labour from the
beginning of the Soviet regime."
—*Reuter's American Service*.

Entertainments

QUEEN'S

TO-DAY ONLY
at 2.30, 5.10, 7.15, 9.20, p.m.

REGINALD DENNY

in

THE CHEERFUL FRAUD

WORLD

TO-DAY ONLY
at 2.30, 5.15, 7.15, 9.15, p.m.MADGE
KENNEDY

&

CREIGHTON
HALE

in

"OH BABY"

TO-DAY

STAR

TO-DAY

2.30 to 11.15 p.m.

JACK HOLT

in

EMPTY HANDS

FOREIGN PASSPORTS
IN MANCHURIA.ALL FOREIGNERS TO PRO-
DUCE VISED DOCUMENTS.

THREAT OF PENALTIES.

Mukden, May 15.
Regulations for inspection of
foreign passports, which may
prove embarrassing to many for-
eign travellers in China, have
been issued by the authorities at
Harbin. In brief they are as
under:

1. A service shall be inaugu-
rated at Harbin, Changchun, Suifenho
and Manchuria stations by officers
jointly appointed by the Special
City Police, the Chinese Eastern
Railway Police, and the Chinese
authorities for the inspection of
passports carried by foreigners ar-
riving at these stations.

2. All foreigners arriving at
these stations irrespective of na-
tionality must produce their pas-
ports, when called upon, for in-
spection.

3. No foreigner, with the excep-
tion of Japanese and Belgians,
who enjoy special reciprocal treat-
ment of exemption with China in
this respect, shall be allowed to
enter unless his passport bear a
visa issued by a Chinese diploma-
tic or consular official residing
abroad or unless he has a pass-
port issued by a Chinese office of
foreign affairs.

4. The passport of a foreigner
attempting to enter this territory
if found in order shall be stamped.
5. Should the passport or visa
thereon shown by a foreigner seek-
ing to enter at the stations men-
tioned be found good for the trip
to the Special Area the document
shall be cancelled before being re-
turned to its bearer, but if the
foreigner be only passing through
this territory it shall be left un-
touched.

6. When a passport is found to
be not in proper order the bearer
shall be dealt with in accordance
with Article 11 of these regula-
tions if he be an extraterritorial
national, or be turned over to the
nearest police authorities to be
dealt with in accordance to law.
If he be not an extraterritorial
national his passport will be held
for the strikers from the Soviet
trade mission.

7. A non-extraterritorial for-
eigner entering this territory who
is not in possession of a passport
properly vised shall be turned
over to the police authorities for
deportation after payment of a
fine ranging from \$1 to \$50.

FILMS IN THE
COLONIES.A COLONIAL CONFERENCE
RECOMMENDATION.

London, May 27.
The Colonial Conference has re-
commended that the Colonial Gov-
ernments should enact cinema-
graph film legislation similar to
the British Quota Bill.
It has agreed that the censoring
of films in the Colonies and Pro-
tectorates should be regarded as
of primary importance.—*Reuter*

8. In the event of a passport
carried by a non-extraterritorial
foreigner entering or leaving this
territory be found to have expired
or to indicate a route other than
taken by its bearer he shall be de-
tained and turned over together
with the document to the nearest
police station and fined in an
amount ranging from \$1 to \$50.

9. A foreigner fined in ac-
cordance with the preceding article
shall be given a receipt for the
fine paid by him, and the docu-
ment, whether a passport or a visa,
shall be cancelled and its bearer
detained until a proper passport
be taken out from his own author-
ities or the Chinese authorities.

10. No non-extraterritorial for-
eigner, who does not bear a pass-
port issued by the Chinese author-
ities, shall be allowed to leave the
territory, and any one who violates
this article shall be detained and
turned over to the nearest police
station where he shall be obliged
to pay a fine ranging from \$1 to
\$50 and detained until he takes
out a proper passport.

Destination of Fines.

11. Should the passport carried
by a Treaty Power national show
the irregularities indicated in Ar-
ticles 6 and 8 he shall be refused
admission, and, in the event of
such irregularities being discover-
ed after such foreigner has al-
ready entered, he shall be detain-
ed and turned over with his pass-
port to the nearest Chinese Office
of Foreign Affairs, thence to be
sent to his Consulate. He shall
not be maltreated en route.

12. In case of necessity assist-
ance shall be rendered to this ser-
vice by the City and the Railway
Police.

13. Fines collected shall be re-
mitted monthly to the office of the
Chief Civil Administrator.

14. These regulations will be
come operative upon promulga-
tion.